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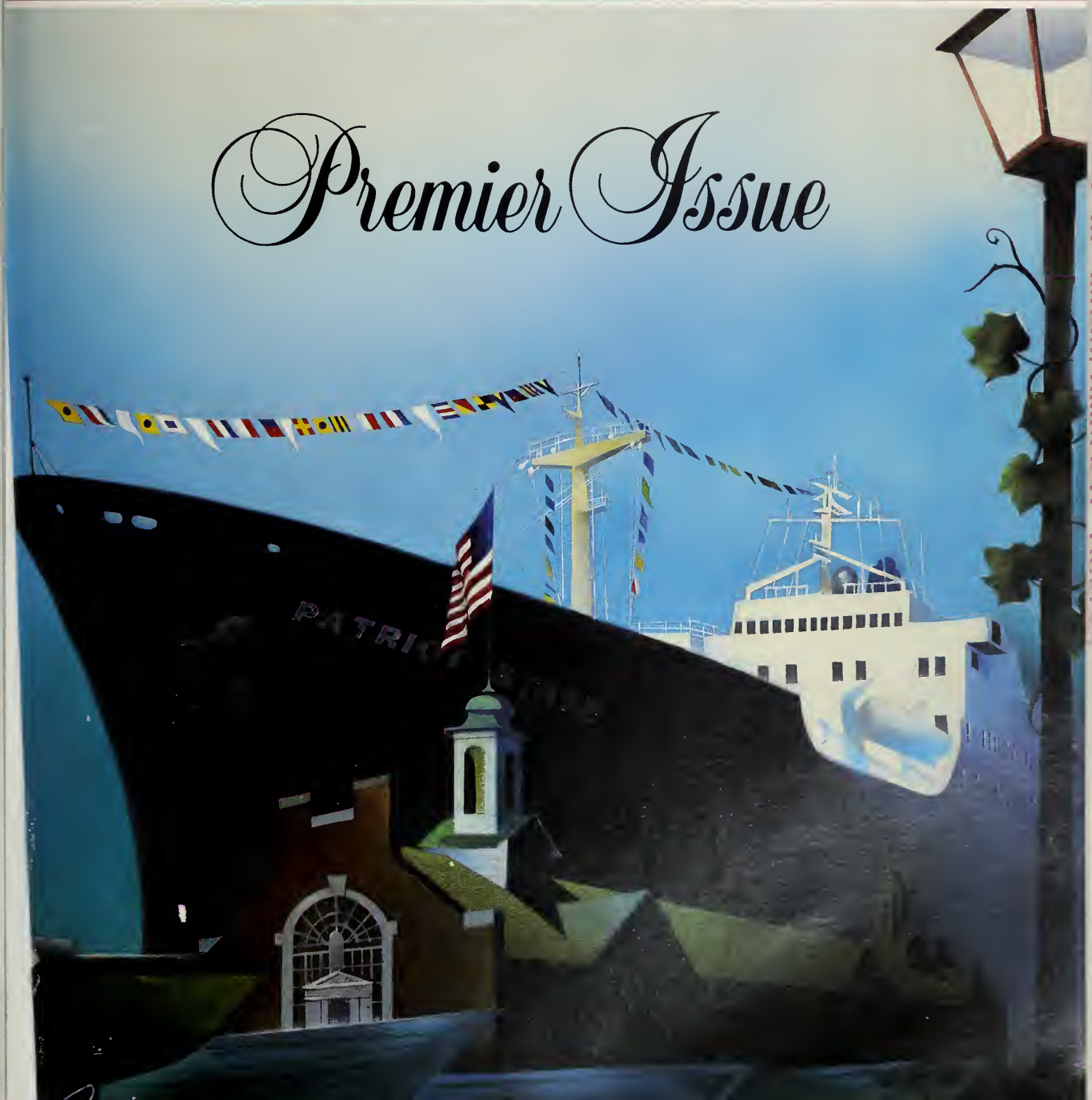

Massachusetts Maritime Academy

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Massachusetts Maritime Magazine is published semi-annually by the Massachusetts Maritime Academy, Buzzards Bay, MA, John F. Aylmer, President. It is sent to alumni, parents, employees, high schools, industry, government, and other constituents of the Academy family. Suggestions and comments are welcomed and should be sent to Editor, *Massachusetts Maritime Magazine*, P.O. Box D, Buzzards Bay, Massachusetts 02532. Phone: (617) 759-5761.

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The Cover: The Academy's training ship *Patriot State* is moored alongside the historic Copeland Building. The picture is taken from a water color by Sigmund Purwin of Woods Hole, MA. Self-described as "muralist, sculptor, painter, and procrastinator," Sigmund Purwin has sailed with Academy training cruises, worked with students, faculty, and staff, and has been MMA's friend and benefactor for several years. See page 9 for cover story.

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The President's Message

With special delight, I wish to launch the initial issue of the *Massachusetts Maritime Magazine* with this introduction. Quality institutions of higher learning frequently supplement their teaching missions to impart knowledge and academic insight by way of such publications, and I am sure that this issue and those to follow will indeed interest you.

This venerable Academy is fast approaching its 100th anniversary, and it has much to say about its distinguished past and its anticipated future.

I foresee the magazine cementing the interest and efforts of our alumni and friends toward assisting Massachusetts Maritime Academy, the industry, and the public sector it serves. I trust that its readers will be better informed as to the many events occurring on campus and recent developments in the maritime sciences and applied engineering and, at the same time, acquire an appreciation of the quality of students with whom we are privileged to work.

The magazine's feature articles will be provided in each issue by a combination of Academy administrators, faculty, cadets, alumni, and industry experts, all of whom have something valuable and informative to offer.

Hopefully, the *Massachusetts Maritime Magazine* will become our valued "voice" and will be passed along to your friends and neighbors for their enjoyment as well.

Our alumni section will provide an opportunity for graduates to get in touch with classmates and past shipmates, and it should become a vehicle for anticipated reunions and joint efforts to improve the Academy in the years ahead.

My thanks and appreciation are extended to those who have already contributed to the success of this endeavor, especially to our feature writers and RADM Arch Swarztrauber who serves as the magazine's editor. I know that the biggest dividend that we could possibly realize is to have you, the reader, get in touch with us. Won't you take a few minutes to drop me a line and let me know of your assessment of the magazine so that we may better serve you and our constituency in future issues? If you are motivated to assist with an appropriate writing, we would be glad to consider publishing your views in the magazine.

Welcome aboard and good reading!

John F. Aylmer '57
Rear Admiral, USMS

Opportunity Knocks Portside, Too!

by
William G. Travers

Where are the opportunities for jobs ashore for a graduate of the Massachusetts Maritime Academy? Alumni of the Academy are working for a multitude of companies throughout the United States, and Stone & Webster is one of those firms. Today fifty-nine graduates of the Academy, including four vice presidents, are employed by this firm.

Stone & Webster Engineering Corporation is one of the world's largest and most experienced engineering, construction, and consulting organizations. From the first commercial nuclear power plant in the United States to a hydroelectric station using the world's largest bulb-turbine units to Africa's first billion-pound-per-year olefins complex, Stone & Webster is recognized for its innovative engineering and construction projects.

The Company was founded in Boston in 1889 as a two-man electrical consultancy. Today, Stone & Webster provides a gamut of services for technical projects worldwide. Work ranges from large power plants, process plants, and industrial plants to specialized facilities and consulting services. Presently, the company is engineering, constructing, and/or providing operational services for the following types of facilities: central station power plants (nuclear and fossil), petrochemical projects, wastewater treatment plants, ammunition storage facilities, the seventy- and ninety-meter jumps for the 1988 Winter Olympics, hydroelectric plants, rapid transit, and U.S. embassies' security upgrading. These comprise just a few of the projects in which Stone & Webster is involved.

Stone & Webster employs 8,200 professional, technical, and administrative personnel. Headquarters for the Corporation are located in Boston with other principal offices located in New York City, Houston, Denver, Toronto, Canada, London, and Cherry Hill, New Jersey.

Occidental Geothermal's new 80-MW plant, located in the Geysers area of California-the world's largest underground dry-steam reservoir, was engineered and constructed by Stone & Webster.

"Today fifty-nine graduates of the Academy, including four vice presidents, are employed by this firm."

Within Stone & Webster, Massachusetts Maritime Academy graduates are represented in fifteen of the organization's departments, from plant services to engineering, construction, advisory operations (start-up), and quality assurance. The departments employing the greatest number of graduates are Plant Services and Advisory Operations. These two departments provide engineering and start-up services to nuclear and fossil power plant facilities that are in operation or are in the process of pre-operational testing.

What is it about Stone & Webster that attracts MMA graduates, and what is it about MMA graduates that interests Stone & Webster? These are not easy questions to answer, because companies employ individuals for a variety of reasons which take into account experience, education, or other special qualifications. At the same time, individuals seeking employment also have certain goals or standards that they expect to obtain from their employers, i.e. salary, benefits, location, a challenging opportunity, and so forth. The attraction between Stone & Webster and MMA graduates may include many of these. However, a strong possibility may lie in the fact that the Academy has been and continues to be recognized as a school where a

practical education is received. The company finds this an excellent balance with those colleges where theory is the major thrust of the educational process. Additionally, one of the Academy's principal goals is to educate students in power plant operations, one of Stone & Webster's major business sectors. Also, most graduates serve some time at sea, either in the merchant marine or the navy, gaining valuable operational power plant experience prior to joining companies such as Stone & Webster. This allows the company to benefit immediately from the employee's experience.

At the same time, the attraction that a company like Stone & Webster has for MMA graduates may lie initially in its proximity to the school or in the fact that it may already employ a friend, relative, or acquaintance. Perhaps it may simply offer a better opportunity than could be found elsewhere. But, once having joined the company, most graduates generally become some of Stone & Webster's long term employees. They often find that the company presents them with many challenging opportunities, an atmosphere conducive to growth, and excellent benefits.

The Raystown Dam in Pennsylvania, where Stone & Webster is engineering and providing construction management for a new 20-MW hydroelectric facility at the existing flood control dam.

Some people wonder how deck officers find their way into an engineering organization such as Stone & Webster. Well, as I am one of those "Deckies," that question should be easy to respond to, but it isn't. I was twenty years old when I stood my first watch in the merchant marine. We were sailing out of New York and as soon as we cleared the lightship, I took over from the pilot. The vessel was 600 feet long, and we carried 120 passengers. Looking back, that was a big responsibility for a young man. I think that those first few months sailing and my training at the Academy, more than anything, prepared me to accept responsibility for my actions. Later, in the Navy, I served as the navigator on a troop transport vessel. After completion of a two-year tour of duty, I was interviewed by a company that manufactured and installed large central station turbines. During the interview process, a question was asked regarding the differences between journal and thrust bearings. Having some knowledge of what marine engineers did, I responded favorably and was hired as a steam service engineer. After two years, I went to work for a shipyard as a test engineer for the Polaris submarines. Seven years later, I joined Stone & Webster as Resident Engineer in their construction department and, just last year, was elected Vice President. Perhaps this is not a logical succession but, nevertheless, here I am along with six other deck officers working for Stone & Webster in various capacities, including planning, scheduling, engineering mechanics, instruments and controls, and engineering services departments.

Where else are there opportunities shoreside? Options are abundant and surprisingly varied. Shipyards, law firms, government agencies, engineering and construction companies, manufacturing firms, marketing firms, and electric utilities are just a few places where members of my class of 1963 are employed. One of the greatest attributes that MMA affords its graduates is the versatility to adapt and, most importantly, to make a valuable contribution to the working environment.

Massachusetts Maritime Academy is not just a college that trains young men and women for a life at sea. It provides an educational program for success. It teaches responsibility and leadership and provides its students not only with a technical background but also the training needed to put this knowledge into practice. I am one very satisfied "customer" and a proud alumnus.

William G. Travers is a Vice President and Construction Manager with Stone & Webster Engineering Corporation, Boston, Massachusetts. He holds a B.S. Degree from Massachusetts Maritime Academy (1963) with a major in Nautical Science. He is a graduate of the Northeastern University Management Development Program and Texas A & M's Construction Executive Program.

Academic Relevancy - NOW

Professor Robert F. Robideau, while serving as Chairman, Marine Engineering Department, piloted the introduction of the Secondary Concentration of Study in Mechanical Engineering.

by
Geoffrey A. Motte

Over the past few years, the range of positions that graduates have assumed in the job market has increased in many and varied directions. Ten years ago, the typical graduate spent seven to ten years in the deepwater merchant marine before entering some related shoreside industry at a low or middle management level. The results of this process are well evidenced in such conglomerates as General Electric, Raytheon, Boston Edison, General Dynamics, and Stone and Webster — the latter corporation alone presently employs fifty-nine Massachusetts Maritime Academy graduates.*

Although decline in international commerce has reduced the chance for graduates to become immediately involved in the "marine adventure," the opportunities have increased for graduates to obtain attractive positions with corporations such as those mentioned above. The career route has changed for some graduates but, in many cases, the end results may not have altered significantly. In any case, the Academy's approach to academics has always been pragmatic and relevant. Apart from providing a sound base of general education as a foundation for technical knowledge, the academic

*See Article by W.G. Travers this issue. Ed.

MECHANICAL ENGINEERING CONCENTRATION

Dr. Robert Robideau

The Marine Engineering Department is offering a Mechanical Engineering concentration beginning in the fall semester of the Second Class year. The purpose of the concentration is to cover some subjects which are not part of the Marine Engineering Curriculum. Students taking the concentration would be better prepared for a career ashore, graduate school, and the engineer-in-training exam which is the first step in obtaining a professional engineer's license.

Course Sequence

1. Calculus III
2. Elective
3. Dynamics and Vibrations
4. Elective
5. Heat and Mass Transfer
6. Technical Elective
7. Technical Elective
8. Engineering Seminar

BUSINESS MANAGEMENT CONCENTRATION

Mr. Robert Black, Chairman
Social Science Department

A concentration in Management is offered through the Social Sciences Department. Those who elect this concentration will be introduced to the fundamentals of organization management with particular emphasis placed on the acquisition of basic accounting, finance, and communication skills. Participation in the concentration will enhance employment opportunities in maritime shoreside operations, private industry, and business school at the graduate level.

Course Sequence

1. Micro-economics
2. Elective
3. Accounting I
4. Elective
5. Accounting II
6. Organizational Management
7. Supervisory Management
8. Principles of Finance

program strives to be responsive to the professional needs of cadets or, to put it in "bottom line" terms, to enhance their job placement opportunities.

The driving belief for this philosophy is that a successful interaction of general, technical, and professional education constitutes an end advantage greater than the sum of the individual three component parts.

> ". . . the academic program strives to be responsive to the professional needs of cadets . . . in 'bottom line' terms, to enhance their job placement . . ."

With this in mind, a substantial upgrading and reordering of the total academic program has taken place over the past three years to better correlate the technical and general offerings and also to facilitate the introduction of secondary avenues of study for certain qualified cadets. We have introduced subprograms which are called "Secondary Concentrations of Study." This year, the revised program is firmly on track for all classes in both majors, and commencement will yield the first beneficiaries of the first two secondary concentrations of study in Mechanical Engineering and Business Management. Last year, the third concentration of study in Commercial Fisheries was inaugurated and will yield its first graduates in 1988. It is planned that the fourth subprogram in Facilities/Plant Engineering will be launched next year.

Each of these secondary concentrations of study consists of six specific courses plus two electives directed under the requisite credits for the major. Of this total of eight courses, four are included as a part of the normal undergraduate requirements, and four are in addition. Hence, this subprogram is in fact an "above and beyond" effort for the participating student — one additional course each semester of the last two years.

In keeping with the Academy's academic policy, these subprograms are designed primarily to create additional relevant education for the professional benefit of cadets. The course groupings are a focused overview of the most professionally applicable aspects of that topic.

A summary of each of the four secondary concentrations of study are shown in the insets. The first four courses listed under each concentration are required for the major during the third year. The last four are additional requirements for the concentration taken during the fourth year.

The satisfactory introduction of these secondary concentrations of study is to the considerable credit of the faculty in general. The names of the faculty coordinators who are largely responsible for the initiative and drive necessary to create these subprograms are shown under each concentration title. They are to be applauded for their efforts in conducting the various industrial, departmental, and collegewide discussions and negotiations necessary to ensure that all facets of the concentrations have been well and truly investigated prior to their inception.

After the first graduates of the Mechanical Engineering and Business Management concentrations of study cross the platform this spring, I'm sure that many cadets, faculty, and staff will be watching with interest to detect any immediate employment advantages that may accrue to our first class of concentration graduates as a result of their efforts "above and beyond." We certainly hope that to be the case.

The faculty and administration of Massachusetts Maritime Academy take academic relevancy seriously. We see it as a time sensitive and ongoing issue. *Now* is when our graduates are seeking positions in the changing job market, so *now* is the time that their education must be relevant to this market.

CAPTAIN GEOFFREY A. MOTTE is a master mariner who holds a British Extra Master's License in Marine Law and an M.S. and a Ph.D. in Experimental Statistics. He has been Vice President of Academic Affairs and Academic Dean for eight years. He served previously at the University of Rhode Island where he was Chairman of the Department of Fisheries and Marine Technology. Earlier, he served twelve years in the British and Canadian merchant marine as midshipman to master on worldwide trades.

FACILITIES/PLANT ENGINEERING CONCENTRATION

LT Thomas Stanton

The Facilities and Plant Engineering concentration will give the student a knowledge in ocean engineering systems, stationary engineering plants, and architectural engineering pertaining to building construction. The concentration will benefit those interested in securing jobs as surveyors, licensed stationary engineers, plant managers, and supervisors.

Course Sequence

1. Onshore/Offshore Facilities Engineering
2. Elective
3. Power Plant Engineering
4. Elective
5. Instrumentation & Control Systems
6. Building Construction & Physical Plant Management
7. Heating, Ventilation & Air Conditioning
8. Architectural & Engineering Construction Estimating

MARINE FISHERIES CONCENTRATION

Dr. David Kan and Dr. Dennis Sabo

A concentration in Marine Fisheries is offered through the Basic Sciences Department. Those who elect this concentration will be introduced to state-of-the-art commercial fisheries technology and acquire a working knowledge of commercial fishing. Participation in this concentration will enhance employment prospects in this maritime related field.

Course Sequence

1. Commercial Fishing Gear
2. Elective
3. Marine Ichthyology
4. Elective
5. Fisheries Research and Management
6. Fishing Vessel Operations
7. Aquaculture
8. Seafood Technology and Marketing

A Century of Ships

by
Maurice H. Bosse

★ *Enterprise* ★

★ *Nantucket* ★

In his book entitled *Sail Training and Cadet Ships,* Harold Underhill defines a training ship as "the merchant ship, or the ex-naval ship which was later engaged in training boys for the merchant service, although a number of naval training ships are included where their origin was as traders, or where they were built as training ships but on general merchant ship lines." Massachusetts Maritime Academy (MMA) has had seven training ships assigned by the Federal Government.

U.S.S. *Enterprise* (1892-1909). The first was the U.S.S. *Enterprise.* It was a bark-rigged screw sloop-of-war launched June 1874 at the Portsmouth Navy Yard, Kittery, Maine, and built by John Griffith, a private contractor. She was commissioned in the Navy in March 1877. She was the fifth naval ship to be named *Enterprise.* While in the Navy, this *Enterprise* did hydrographic survey work which took her around the world and which contributed substantially to knowledge of the oceans, their currents, and their bottoms. Later she operated as a training and practice ship at the U.S. Naval Academy.

Thence she went to MMA and was in service there for seventeen years from October 1892 through May 1909. At the Academy, her complement was a master who served in dual capacity as Superintendent, an executive officer, navigating officer, watch officer, chief engineer, and medical officer. All these officers were naval personnel detailed for special duty with this ship. She had accommodations for 115 cadets and several petty officers. An important distinction for the Academy is that *Enterprise* was the first maritime training ship powered by steam making MMA the pioneer in graduating experienced marine engineers. *Enterprise*'s first class of cadets was enrolled in April 1893 and, in July, she took her first foreign cruise for the Academy, sailing to England, Spain, Portugal, and the West Indies. Each subsequent summer for the next fourteen years, she sailed a similar itinerary and was finally

"... **Enterprise** was the first maritime training ship powered by steam making MMA the pioneer in graduating experienced marine engineers."

returned to the Navy in May 1909.

Nantucket (1909-1942). *Enterprise*'s replacement was the U.S.S. *Ranger* — again assigned by the Navy. She was delivered by Ensign Chester Nimitz as she had been on loan to the Philippine Nautical School. According to E.B. Potter in his book entitled *Nimitz*, the young ensign, along with several fellow Annapolis graduates of the class of 1905, had a grand time sailing *Ranger* home.

This was the fourth ship named *Ranger* of the naval fleet, a name which was kept until October 1917 when she was temporarily named *Rockport*, then *Nantucket* from March 1918 through November 1941. Then she became *Bay State* until July 1942 when she was finally and very briefly named *Emery Rice*.

★ *Charleston* ★

She was an iron-hulled, steam-powered, bark-rigged gunboat of 1,261 tons displacement. Her original armament had been arranged on the broadside with the guns firing through the old style gunport. These ports were later plated over in order to avoid flooding in heavy seas. Laid down in 1873, she was launched in 1876 by Harland and Hollingsworth of Wilmington, Delaware. Her naval service included hydrographic surveying and the protection of American interests.

Nantucket was the most popular name of this sailing vessel during her lengthy stay at MMA from 1909 to 1942. Even now, she is constantly referred to by that name regardless of her actual name during any given period. She was probably MMA's most famous ship due to her long tenure and to the fact that she was a sailer. Her typical annual training cruise was that of 1935 when she left Boston in May and proceeded to visit Gloucester, Washington, D.C., Norfolk, and Newport. Then she sailed abroad to the Azores; Plymouth and London, England; Cadiz; Gibraltar; Casablanca; the Canary Islands; Bermuda; and then home to Mattapoisett and Buzzards Bay. Five thousand of the 10,627 miles traveled were made exclusively under sail, the remainder being made intermittently under sail and steam.

It should be noted that these first two training ships were berthed in Boston which remained the school's home until 1942. As these two vessels also served as dormitories, the Corps of Cadets was displaced when *Nantucket* was towed away. Temporary residence was taken up at the Hyannis State Teachers' College through 1949, after which Buzzards Bay became the Academy's home.

Training Cruises, 1941-1947. From 1941 through 1947, the Maritime Commission provided the Academy with training ships for annual cruises only. These cruises were restricted to Long Island Sound and Chesapeake Bay. Due to expanded wartime enrollment, *Nantucket* was not large enough to make the cruise of 1941. For this reason, the cruise of 1941 was made on the *Keystone State*, the training ship of the Pennsylvania Maritime Academy. The cruise of 1942 was made on the Coast Guard cutter *Seneca*. The cruises of 1943 through 1945 were conducted on the U.S.M.T.S. *American Pilot*. This vessel was a Hog Islander built in 1919 for the United States Shipping Board. A switch was made in 1946 and 1947 to the U.S.M.T.S. *American Mariner*. One other small vessel was used for

★ Doyen, *Bay State II* ★

training in 1946. It was a submarine chaser, the SC-1321, otherwise known as *Sugar Charlie*. This craft was used for minor training excursions in and around Cape Cod.

U.S.S. *Charleston* (1948-1957). In 1948, the cadets embarked on *American Sailor* which proceeded through the Panama Canal to the west coast. In March 1948, they picked up their first exclusively assigned training ship since *Nantucket* in San Francisco. All hands finished their cruise on this third training ship, U.S.S. *Charleston*.

She was built in 1936 by the Charleston Navy Yard and was one of the last two of the Navy's largest gunboats. She was 328 feet in length, 41 feet in beam, and had a draft of 13 feet. Her oil-driven turbine engine was geared to develop 6,000 horsepower which, through twin screws, yielded a speed of 20 knots. She accommodated 275 personnel.

Her stint in the Navy was impressive. During World War II, she earned a battle star having served in numerous missions which included escort and patrol duties, landing reconnaissance parties, aiding stricken ships, and taking part in operations at Attu. During an attack by Japanese bombers, she evaded aerial torpedoes by radical maneuvering while splashing one enemy plane and helping to drive off the others.

While at the Academy, the *Charleston* was fondly known as the *Chun*. She was berthed at the State Pier in Buzzards Bay. Life on her was virtually the same as on the earlier schoolships less sail drills. She had a long easy roll and with her low freeboard and armored belt, she had an uncanny inclination to stand straight through the "big ones." She cruised the waters of the Pacific, Atlantic,

Caribbean, Mediterranean, and South America for a decade. Then in 1957, age and a growing enrollment necessitated a newer and larger vessel, hence the U.S.S. *Doyen*, renamed *Bay State II*, the fourth in the series of training ships.

Bay State II (ex-U.S.S. *Doyen*) (1957-1973). This vessel was launched in July 1942 by the Consolidated Steel Company under a Maritime Commission contract. Acquired by the Navy in April 1943, she was then converted from a transport to an attack transport (APA). Attack transports carried the bulk of troops and equipment to the assault beaches of World War II. This vessel was the lead ship of an APA class of the same name. Having a displacement of 4,351 tons, she measured 414 feet in length, 46 feet in beam, and could speed to 19 knots.

★ Henry Gibbins — *Bay State III* ★

Hers was an impressive war record having received six battle stars and having participated in eight invasions including Saipan, the Philippines, Leyte Gulf, and Iwo Jima. The book by Lawrence Marsden, entitled *Attack Transport*, gives interesting accounts of numerous near misses by shore batteries, bombs, and torpedoes.

After its delivery to the Academy in September 1957, *Doyen* passed sixteen fruitful years there until 1973. She was an improvement over the former training ship. Having booms and hatches, she provided an ideal laboratory for teaching the rudiments of cargo handling and stowage. Living conditions between the decks were more spacious.

Bay State III (ex-*Henry Gibbins*) (1973-1980). The fifth training ship, *Henry Gibbins*, acquired in 1973, had an active career prior to her duty at MMA where she was known as *Bay State III*. Laid down as the *Biloxi* under a Maritime Commission contract to Ingalls Shipbuilding in August 1941, she was a C-3 type vessel designed to carry troops and was 489 feet long and 70 feet in beam with a displacement of 10,556 tons. She could speed up to 16.5 knots. Delivered to the Army Transportation Service in February 1943, she was then renamed *Henry Gibbins*, and she served as a transport during World War II. She was acquired by the Navy in 1950 and delivered troops and equipment during the Korean War and afterwards for the MSTS. From December 1959 through August 1973, she was assigned to the New York Maritime Academy where she was renamed *Empire State;* thence to MMA from September 1973 through March 1980.

While assigned to this Academy, some ports of call were Barcelona, Spain; Naples, Italy; Piraeus, Greece; Palma, Majorca; Dublin, Ireland; Edinburgh, Scotland; Copenhagen, Denmark; Cuxhaven, West Germany; and Quebec, Canada. Having served MMA well, this training ship was exchanged for the *Geiger*, the sixth training ship.

Bay State IV (ex-*Geiger*) (1980-1981). The *Geiger* was laid down as the *President Adams* in August 1949 by the New York Shipbuilding Corporation of Camden, New Jersey. She was built under a Maritime Commission contract for the American President Lines. Her length was 533′9″ and her beam was 73′3″.

Renamed *Geiger* while under conversion for the MSTS, she was acquired by the Navy in September 1952. Having been acquired once again for transport service under the MSTS during the Korean War, she made numerous runs throughout the world. She crossed the Atlantic many times, deploying troops and returning troops and refugees.

★ Geiger —*Bay State IV* ★

Following this industrious career, she was assigned to MMA in July 1980 and was renamed *Bay State IV*. She served one year at the Academy. Then, due to fire in 1981, the Academy once again found itself without a training vessel. The Maritime Administration provided the use of training ships of other academies for cruises until September 1985 when *Patriot State* (ex-*Santa Mercedes*), the seventh training ship, was assigned. She is a fine ship for the Academy to sail into its second century and is the subject of another article in this issue.

Commander Maurice H. Bosse has been Director of Library Services at the Academy since 1970. He has responded to numerous inquiries on the Academy's history, thereby acquiring a considerable body of knowledge. He has written many articles on this subject. Prior to his appointment at the Academy, he was Director of the Lowell City Library. Commander Bosse majored in English at Providence College where he was co-editor of its literary journal, "The Alembic." He also holds a graduate degree from the Simmons College School of Library Science.

NEW SHIP, NEW NAME: **PATRIOT STATE**

Patriot State **in a 1987 oil painting by Jeff Eldridge of North Carver. On display in the library.**

by Paul J. Smith, Jr.

"Patriot State is the newest, largest, and most modern training ship in the nation."

A new training ship now dominates the campus scene at Buzzards Bay. She is named *Patriot State*, a name that stirs feelings of pride in the history, maritime tradition, and heritage of the Commonwealth of Massachusetts. She is the first of the Academy's training ships to be so named and adds another to the distinguished roster of names of ships that have carried our cadets for nearly 100 years.

Patriot State completed her first cruise for the Academy in 1986, and the series of events leading to that accomplishment is the main topic of this article.

Before she became *Patriot State*, she was SS *Santa Mercedes*. One of four ships designed by George S. Sharp Company, the vessels were built by the Bethlehem Steel Company at their Sparrows Point shipyard in Maryland. The sister ships are *Santa Maria*, *Santa Mariana*, and *Santa Magdalena*, hence the four have been referred to as the "M" class. SS *Santa Mercedes* was delivered to Grace Lines in 1964.

To accommodate the various cargo requirements of the South American trade in which the vessels were to be utilized, the ships were constructed with the most varied and most modern mechanical cargo-handling systems to be incorporated in any vessel at that time. The systems included large overhead cranes for containers, sideports with horizontal and vertical conveyors and elevators, each designed to perform a different cargo-handling function but all systems to work together as a single complex. Integrated with this cargo-handling capability was the provision of modern, well-appointed passenger cabins on the upper three levels with a capacity for 119 persons.

The vessel operated in the South American trade under the Grace, Delta and Prudential house flags for twenty years until purchased by the Maritime

Administration for use as a training ship at the Massachusetts Maritime Academy.

The conversion to a training ship was conducted in two phases by the Maritime Administration over an eighteen-month period. The first phase consisted primarily of the basic rehabilitation of existing systems by the Triple A Shipyard in San Francisco. Gantry cranes and stabilizer fins were removed. The vessel's name was changed to *Patriot State*, a new hailing port of Buzzards Bay was painted on the stern, and she received her new color scheme of black hull, white superstructure, red decks, and buff masts.

Patriot State was towed to Bender Ship Repair, Mobile, Alabama, in January 1985 for the second phase to make the ship capable of carrying and providing necessary services and training facilities for up to 600 cadets. The galley was completely rebuilt, passenger dining areas were converted to a multi-purpose cadet mess deck, a passenger lounge became a navigation laboratory, a 7.5 ton crane was installed on the after deck, and #3 Hold was transformed into cadet berthing, training, laundry, and recreational areas. Increased fresh water capacity was provided to satisfactorily accommodate up to 698 persons which the vessel is now authorized to carry. Additional lifeboats and liferafts were installed as well as other safety features associated with this newly increased personnel complement.

In August 1985, the Department of the Navy and the Maritime Administration entered into an agreement wherein *Patriot State* was designated as a unit of the National Defense Ready Reserve Fleet. With this designation came a requirement for the *Patriot State* to be ready to steam in support of any Navy designated mission within a maximum of five days.

Patriot State completed her period of conversion in Mobile in September 1985 at which time she was formally turned over to Massachusetts Maritime Academy. Underway within twenty-four hours, the ship's crew, augmented by a number of cadet volunteers, steamed the ship to Buzzards Bay where she immediately commenced her role as a training ship.

On April 17, 1986, the cadets reported on board to commence their first training cruise on *Patriot State*. After completing lifeboat training and U.S. Coast Guard inspection and emergency drills, the ship departed Buzzards Bay with port visits to Fort Lauderdale and Jacksonville, Florida. She then crossed the Atlantic to Dublin, Ireland, and Portsmouth, England, prior to returning to Buzzards Bay in June. After graduation ceremonies on June 28th, *Patriot State* was underway once again with cadets and guests embarked to visit New York City and to participate in the OPSAIL '86 Statue of Liberty ceremonies on July 4th. She returned from New York and completed her first sea term on July 9, 1986.

In September, a U.S. Government training directive was received to activate *Patriot State* as a unit of the Ready Reserve Fleet for a training exercise with the Navy. On September 8th, the vessel (transferred to the Maritime Administration and crewed by union members of MEBA 1 and SIU) sailed from Buzzards Bay on September 12th. This represented the first time a nautical schoolship was asked to respond in such a manner within a five-day period. The ship was returned to the custody of Massachusetts Maritime Academy on September 23rd.

On October 31, 1986, *Patriot State* was once again underway, manned by the ship's permanent crew and First Class cadets. This voyage was to the Norfolk Shipbuilding and Drydock Company in Norfolk, Virginia, for the purpose of undergoing routine drydock and annual Coast Guard inspections. Also during this yard period, planned conversion work associated with making the vessel better suited for her role as a training ship was accomplished. The main effort was to convert available space in #4 Hold into useful training spaces. A wide variety of enhancements was included in the conversion package: new training devices and laboratories; improvements in lighting, communications, safety features, and access routes; and the addition of storerooms, administrative spaces, and athletic facilities.

A great deal of effort on the part of many individuals and groups throughout the country has been dedicated to the conversion of *Patriot State*, and the results of these collective efforts will pay major dividends in cadet training. *Patriot State* is the newest, largest, and most modern training ship in the nation. With appropriate maintenance and care, she should be able to provide satisfactory service for another twenty-plus years.

Patriot State.

Principal Characteristics — SANTA MERCEDES

Length, overall	546' 7 5/8"
Length, BP	508' 7"
Breadth, molded	79'
Design draft	27'
Design displacement, tons	18,110
Gross tonnage	14,443
Net tonnage	8,189
Shaft horsepower, max.	19,800
Service speed, knots	20.5
Total 20-ft. containers	175
Total container capacity	176,750 cu. ft.
General cargo capacity, bale	394,625 cu. ft.
Passengers	119
Crew	115

The ship is of welded steel construction, full scantling type, single propellor, machinery amidships with a raked stem and modified cruiser stern.

The propulsion plant consists of geared steam turbines of the crosscompound, single-flow type consisting of one high-pressure and one low-pressure unit connected through flexible mechanical couplings to a double-reduction, double-helical articulated reduction gear for driving the propeller shaft. The two forced draft type boilers are of the two-drum, water-tube, double-cased type fitted with superheaters, regenerative type air heaters, and water-wall furnaces. Various other electrical, air conditioning, refrigeration, ventilation, and heating systems were installed to support the ongoing operations of the vessel. Also installed was a stabilization system of the electrohydraulic type with retractable fins.

Captain Paul J. Smith, Jr., Master Mariner, is assigned as Master of the Academy's training ship. He also fills the position of Vice President, Student Services and Maritime Training. A graduate of the United States Merchant Marine Academy at Kings Point, the Naval Postgraduate School, Monterey, California, and George Washington University, Washington, D.C., Captain Smith has served in various sea and ashore positions in the Navy as well as the maritime industry.

TRUSTEES: A NEW TACK

by
Frankland W.L. Miles, Jr.

Most graduates of the Academy may not recall having seen, much less met, a trustee. For most of the Academy's history, a Board of Trustees did not figure intimately with the life of the Academy. But things have changed.

Since its establishment in 1891, Massachusetts Maritime Academy has had various governing bodies. Initially, the Academy was known as Massachusetts Nautical Training School and was administered by a Superintendent and faculty acting under the aegis of a Board of Commissioners. This system remained in effect until the Academy became a State College within the State College System of Massachusetts. It then came under the direction of a president and administration acting under the authority of the Board of Trustees of State Colleges, which Board was charged with the supervision and overall management of all of the State Colleges including the Massachusetts Maritime Academy and the Massachusetts College of Art. Each State College was answerable to the Board of Trustees of State Colleges, and the presidents of the State Colleges were selected by said Board.

In 1980, during the administration of Governor Edward J. King, there was enacted a complete reorganization of the system of higher education of the Commonwealth. Massachusetts General Laws Chapter 15A provided for the establishment of a Board of Regents "to develop, foster, and advocate a comprehensive system of public higher education of high quality, flexibility, responsiveness, and accountability." All public institutions of higher education were placed under the broad authority of the Board of Regents. This included Massachusetts Maritime Academy.

In addition, each university, state college, and community college was provided its own Board of Trustees charged with the management of that particular institution subject only to the authority of the Board of Regents. Thus, there was afforded to the Massachusetts Maritime Academy a considerable amount of autonomy under the umbrella of the Board of Regents and individualized management tailored to the particular needs of the Academy.

The Board of Trustees of MMA consists of one full-time undergraduate student member elected annually by the student body and ten members appointed by the Governor for five year terms, one of whom shall be an alumnus of the Academy and one of whom shall be elected by the Alumni Association of the Academy.

> " 'Absentee' management has been replaced by 'hands-on' management."

The Trustees are responsible for establishing those policies necessary for the administrative management of personnel, staff services, and the general business of the Academy subject to the authority granted to them by the Board of Regents. The Trustees are directed by statute, generally to do the following: budgets; establish fees; appoint, transfer, dismiss, promote, and award tenure to personnel; manage and keep in repair all property; seek, accept, and administer grants, gifts, and trusts; implement affirmative action; oversee student services; recommend admission standards and instructional programs; transfer funds within subsidiary accounts; establish and operate degree programs; and award degrees.

The members of the Board of Trustees are not paid for their services and, other than the student trustee, are all employed in various occupations. Fortunately, the statute gives the Trustees the power to "delegate to the chief executive officer of said institution any of the powers and responsibilities" above enumerated. In many cases, this has been done. So, as a practical matter, the day-to-day operation of the Academy is handled by the President assisted by the administrative staff and faculty.

Under the former system, the Trustees of State Colleges met infrequently and seldom met at the Academy. Under the present bylaws, the MMA Trustees are to meet five times per year but, in practice, they have met almost monthly. Meeting in the Board Room at Buzzards Bay, they become personally and collectively involved with Academy personnel, property, programs, and problems.

At their meetings, they act upon matters previously submitted to them as an agenda by the Academy Administration and such other matters as may arise at the meeting. The meetings are open to the public and are often attended by students, faculty members, and other interested persons including the press.

During their first six years, the Trustees have dealt with a wide variety of problems including cutbacks in federal financial assistance; litigation in the United States District Court wherein the Academy was charged with discrimination in its former admission policies with regard to female applicants; acquisition of a new training ship and the problems attendent thereto including negotiations with the Maritime Administration and Congress; budgetary problems; hiring and occa-

sionally firing of faculty and staff; recruitment of cadets and alumni placement; approval of budgets and negotiations for uniforms, dining, and other contracts; and matters mundane such as a neighbor's complaint concerning excessive noise from the summer basketball camp.

The Trustees determined early that they would not become involved in disciplinary problems with cadets at the Academy and would rely upon the Administration to handle such matters.

Trustee meetings are held in an informal manner with the Chairman of the Board of Trustees presiding. The President of the Academy presents the major part of the agenda and makes his recommendations relative thereto. From time to time, input is received from the Vice Presidents of the Academy and from the appropriate staff and faculty members whose proposals are before the Trustees. Each Trustee has ample opportunity to present his/her own views on every subject presented. There have been some very spirited debates, but such discussions have always been held in the spirit of friendship and without rancor having in mind that the ultimate goal is the good and welfare of the Academy and the Regiment of Cadets.

Among the more pleasant duties of the Trustees has been attendance at the annual Commencement Exercises to witness the presentation of degrees to the fine young men and women who have completed their courses of study. The proud parents and happy graduates make this occasion the high point of the academic year. The Trustees have the pleasure of awarding honorary degrees to noteworthy public servants, alumni, and friends of the Academy. During the past six years, honorary degree recipients have included such outstanding public servants as Governor Edward J. King, Speaker Thomas P. O'Neill, Congressmen Joseph Early and Mario Biaggi, Massachusetts Senate President William Bulger, and Massachusetts House of Representatives Speaker George Keverian. Captain Jacques Cousteau, Captain Thomas E. Burke, and Ted Turner (successful America's Cup Challenger) have been popular honorees.

Thanks to the law of 1980, trusteeship for MMA has taken a fresh new tack. "Absentee" management has been replaced by "hands-on" management. Trustees are involved. They are seen. Their presence, contributions, and influences are felt. The Academy has benefited also from the high quality and motivation of the Trustees appointed (see inset). Their devotion to duty has been the envy of other public institutions of higher learning.

In summary, the words of Daniel Webster in speaking of his beloved alma mater, Dartmouth College, eloquently describe the feelings of the Board of Trustees toward Massachusetts Maritime Academy. "It is, Sir, as I have said, a small college, and yet there are those who love it." (Dartmouth College Case, 1818).

ORIGINAL 1981 BOARD OF TRUSTEES: "PLANKOWNERS"

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GERALD E. JOHNSON '81-'84, MMA '50, Manufacturer's Representative, Hingham. Past President, MMA Alumni Association.
FRANKLAND W.L. MILES, JR., ESQ. '81-'87, MMA '45, Lawyer of Duxbury, first Chairman of Trustees, MMA Board of Visitors, Past President of MMA Alumni Association
HON. EDWARD NOVAKOFF '81-'87, Manufacturer, Chairman of Board of Selectmen, Town of Brookline
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HON. PAUL S. VAITSES, JR. '81- , Current Chairman of Trustees, Executive Vice President of U.S.S. *Massachusetts* Memorial Committee, and former Mayor, City of Melrose

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GEORGE F. CLARK '87- , Business Manager, IBEW Local 224, Past President, New Bedford City Council
PAUL P. COUGHLIN '85- , Executive of NYNEX, Brookline, father of five MMA graduates
LeROY L. CRAGWELL '85- , Cambridge, Executive with Honeywell Information Systems
MARILYN E. DAMIECKI '85- , MMA '82, Marine Engineer, West Roxbury
HON. JOHN F.X. DAVOREN '82- , Lawyer of Dennis, Legislative Director of AFL-CIO, former Secretary of the Commonwealth and Speaker of the House
MSGR. NORMAN J. FERRIS '82-'84, Academy Chaplain and pastor of St. Anthony of the Desert Church, Fall River
CHRISTINE GRIFFIN '87- , MMA '83, Chelsea, Mechanical Engineer, Food and Drug Administration
WILLIAM C. KELLEY '87- , MMA '54, Arlington, Marketing Manager, Raytheon (Air Defense, Surveillance, Radar, Ship Systems)
JOSEPH J. KESTENBAUM '87- , MMA '47, President, X & K Insurance Agency, New Bedford, community and civic leader
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STUDENT TRUSTEES

Thomas Kisiel '82-'83, MMA '84
James J. Annicelli, Jr. '83-'84, MMA '85
Victor Mendes '84-'85, MMA '86
Michael J. Gretkowski '85-'86, MMA '86
Christopher Remmes '86-'87, MMA '87
Stephen Hryshchyshyn '87- , MMA '88

Frankland W.L. Miles, Jr., MMA '45 (January), practices law in Plymouth, MA with his brother and partner, John '47 (May). He is Past President of MMA Alumni Association, Trustee of MMA Foundation, member of MMA Board of Visitors, and was the first Chairman of the Board of Trustees at the Academy. He also holds degrees from Harvard College, 1949, and Boston University Law School, 1952. He makes his home in Duxbury, MA with his wife Priscilla S. Miles.

Professor Charlie Duffy at work.

INSIDE CHARLIE DUFFY

by Frank Falacci

When Massachusetts Maritime Academy's Charlie Duffy speaks, even computers may be listening. Dr. Charles Gavan Duffy is Chairman of this Cape Cod college's Humanities Department and comes equipped with that global curiosity just so slightly peculiar to those academicians who venture into the field of humanities.

Classic writing, the great books, are the immediate attractions, but the true humanities professor finds himself drawn just as surely to opposite spectrums, the hypnotic quest for matters of science, theological explorations, the dissection of man and his cultures, the meaning of thought — all this and more. Small wonder then that nearly everyone listens when Professor Duffy is at the blackboard. He is a tracker of knowledge, crossing boundaries, traveling space and, yes, probing the mind, the one provided by divine creation and the technical wizardry possessed in the assemblage of the modern computer.

Introduction to Symbolic Logic is a special by Duffy, a course that might someday pioneer this tradition-steeped Academy as it sails into the hi-tech seas of the 21st century. Computerization in the sky was glamorized decades ago by the mammoth media coverage of the early space shots almost unaware of the communications and design revolution simultaneously taking place aboard the earth's ships at sea. Maritime vessels, along with fighting dreadnaughts, were quickly introduced to the computer era giving them increased efficiency and capabilities as dramatic as the transformation from canvas to steam.

Symbolic Logic is not yet a course for everyone and all seasons. Complex and highly specialized, its practical use of symbols in ordinary language may evolve in the silicon future giving the computer greater fluency, perhaps even a new language. Tomorrow's Academy graduates, at least those intrepid ones who manage to grasp symbolic logic under Duffy's tutelage, may someday recall the soft-spoken Dr. Duffy chalking out program linquistics that later translated into instant information at duty stations around the world.

A native son of Massachusetts, he was reared in the predominantly Italian community of Revere where he graduated from Revere High School. With the advent of World War II, Duffy enrolled in one of the numerous officer training programs available and graduated from Tufts University with a bachelor's degree in physics. His educational odyssey had begun.

After a stint as an officer in the U.S. Navy until war's end, his career followed the natural academic pattern of an aspiring humanities teacher. First, he went to Rome where he studied at the famed Gregorian University obtaining his master's degree in philosophy. During summer vacations, his love for travel found him roaming the Scandinavian countries, although the then present Cold War in the frenetic Fifties thwarted his desire to visit Russia. That would come later. Instead, his studies completed in Rome, he set out for South America

to teach Spanish and to direct schools in Peru, Paraguay, and Bolivia. There he might well have remained, a language teacher in the southern hemisphere and an admirer of Richard Cardinal Cushing and his work among the forlorn Indians of the area.

Inside Charlie Duffy, however, there grew a need to supplement the theoretical and speculative aspects of philosophy, studied in Rome, with a more practical, experimental approach. Realizing this, he soon departed for West Germany, entered Tubingen University, and later studied at the University of Freiburg. His studies in Rome were gradually supplemented by newer approaches to the theory of knowledge as he journeyed into the philosophy of science, at the same time expanding his language repertoire to include French, German, and Russian.

Returning to the United States, he began teaching at St. Paul's School in Garden City, New York. In 1973, he accepted an appointment at the Massachusetts Maritime Academy and now teaches, along with Symbolic Logic, several languages, Russian Studies, Philosophy of Science, Studies in Soviet Thought, and Analysis of Literature. Still another moment of academic fulfillment came in 1981 when he received his doctorate's degree in Philosophy of Science from Boston College.

Residing in neighboring Falmouth with his wife Rita and his children, Deborah, 16, and Paul, 15, who attend Falmouth High School, Professor Duffy maintains his interest in things Russian. He is planning to write a book for a rather specialized market on the renowned Soviet mathematician, Nicholas Ivanovich Lobachevsky and would like to escort a second group of maritime cadets on a Russian cultural visit next winter. Fourteen cadets toured Moscow and Leningrad in Duffy's troupe of twenty-two people during last year's Christmas holidays.

"I believe that it's important for our young students," says Dr. Duffy, "to get a small taste of other things beyond the professional life — to expose them to great ideas and to make these ideas reach the man or woman."

As for himself, beyond his own professional parameter, Duffy responds with a smile, "I take my tennis very seriously! After that, things seem to take care of themselves."

THE MOSCOW WINTER FESTIVAL

by Charles Duffy

It all began last August on a warm summer evening at the Hotel National in downtown Moscow. I was in the Soviet capital to attend a philosophical convention at Moscow University and had gone to the hotel after a busy day of conferences to meet the Finnish agent for an American import-export company. I had received the agent's name back on Cape Cod from my Sunday morning tennis partner, a senior vice president for that American company doing business with the Russians. The Finnish agent, a smiling sturdy young man in his early 30's, greeted me warmly and cordially invited me to dinner at the popular ground-floor cafe of the National Hotel. After a surprisingly short wait to be seated at a table, we sat down and ordered krasnaya ikra, akroshka, and kutlyeta po kiyeski (red caviar, soup with a "kvass" base, and fried rolled breast of chicken).

We were soon joined at the table by a travel representative for Finnair, a young vivacious blue-eyed blond woman who was at that time promoting tourism to the Moscow Winter Festival of 1986-87. "Bring your students to the festival," she said softly. "Skate in Gorky Park, ski from Lenin Hills, ride a troika in Moscow's woods — you'll have fun and you'll really enjoy it. Besides that, you won't beat the price."

In mid-September, back in Boston, I contacted Finnair and spoke to the general manager about my conversation with the sales representative in Moscow. After some discussion about where I wanted to go and what I wanted to do, the general manager offered us a very attractive price for a ten-day visit to Moscow and Leningrad. The sales representative in Moscow had not exaggerated. We could not beat the price. I now had to see how many cadets (if any) would be interested in going north in the winter time, and to that end I made information about the proposed trip available to the entire student body. I was pleasantly surprised by the enthusiastic response I received from the cadet corps. Thirty cadets expressed an interest in traveling to the Soviet Union during the Christmas holidays to attend the Moscow Winter Festival. Meetings were held, money was paid, Russian phrases were learned, and passports and visas were obtained. By mid-November, twenty-two students and faculty members of Massachusetts Maritime Academy prepared for the long but exciting trip to the U.S.S.R.

On December 26th, we flew Finnair from New York via Montreal (several Canadian hockey teams boarded the plane in Montreal) to Helsinki in Finland. After the eight-hour flight from New York, we had a two-hour layover in Helsinki, We then flew Aeroflot to Sheremetevo International Airport in Moscow. At the airport in Moscow, we were met by a young Intourist guide named Irina (later good naturedly referred to as "Irina the Terrible") who helped us through customs and guided us to our Intourist bus for the hotel. We stayed at the Hotel Rossiya, close by Red Square and near to the Moscow River. That first frigid night in

Moscow with temperatures frozen at 10°F, many of us wandered out into the icy stillness of Red Square and sensed the presence of history and the deeds of the past. It was not so long ago that Germans and Russians were fighting a gruesome war in this chilling weather.

We ate all our meals at the Hotel Rossiya. The fare was Russian. It was different, but it was good. Usually the service went smoothly. Occasionally, however, we ran into snags. For whatever inscrutable reason, some evenings we had to pay for the Pepsi Cola and beer placed on our tables; other evenings we could drink all the Pepsi and beer we liked without paying a penny. We asked, "Why are we paying this evening for the drinks? We didn't pay a thing last night." A young obliging waitress answered, "I don't know — for strategic reasons, I guess."

Each morning after breakfast, the Intourist guide showed us the highlights of Moscow. The tour was well-organized and ably directed. A bus met us in front of the hotel and brought us to the Kremlin and Cathedral Square (where we saw Tsar Bell and Tsar Cannon), the Arsenal, Pushkin Museum, GUM, Tretyakov Art Gallery, Moscow University, Bolshoi Theater, New Maiden Convent, the Moscow subway, and many other attractions. In the evening, some cadets ventured over to Gorky Park to skate under the lights while other cadets marched bravely off to Kropotkinskaya Square to swim in the huge open-air swimming pool under the ghostlike cloud of steam (the water is heated to 72°F) which protects bathers from the numbing Arctic air.

On December 30th, we traveled by train from Moscow to Leningrad. The trip, which took us across the Volga at Kalinin, lasted eight hours and, in the early hours of the morning, brought us to the former capital of the Russian Tsars. Intourist guides met us (and Irina who accompanied us) at the train station and brought us to the Swedish-built Hotel Pribaltiskaya, a completely modern hotel but a few hundred feet from the shores of the frozen Gulf of Finland. In Leningrad, we visited the Fortress of Peter and Paul, Pushkin Theater, St. Isaac's Cathedral, Smolney Institute, the Winter Palace, and the incredibly beautiful Hermitage Museum.

Within a few short days, we had experienced enough culture and reviewed enough history to last for a lifetime. We heard the names of Glinka, Rimsky-Korsakov, Tchaikovsky, Rembrandt, da Vinci, Dostoyevsky, Tolstoy, and so many others. We heard the word "glasnost" spoken on numerous occasions. The cadets had scores of different stories to tell about meeting young Russian people their own ages, about dancing and talking with Russian girls, and enjoying a drink and doing some bartering with young Russian students. There were all-night discussions, promises to write, plans made for the future, and there was the boundless enthusiasm and energy of young people!

We left Leningrad at 11:00 A.M. on January 4th and arrived in New York at 5:00 P.M. on the same day. It was fun! We enjoyed ourselves at the Moscow Winter Festival 1986-87, and we'll cherish the memories forever!

"SCHOOLSHIP": VENTURE INTO SIMULATION

by
Commander Jerry McGourthy
Chairman, Nautical Science Department

"You can have a merchant marine with first class men even if they sail second class ships, but second class men can't be trusted on the finest ships."

Joseph P. Kennedy, Chairman
Federal Maritime Commission
May 1937

Massachusetts Maritime Academy has been preparing young people for command at sea for nearly one hundred years. In 1892, the commissioners of the fledgling institution acquired for cadet training purposes, the U.S.S. *Enterprise*. The emphasis of the Academy's deck training philosophy was then, and remains today, the development of seamanship and navigation skills through practical application in shipboard tasks. Many of the practical skills acquired aloft on the *Enterprise* continue to demand similar training emphasis. Present day cadets may be observed splicing wire or fiber rope, rigging tackles, or sewing canvas in the Academy's Seamanship Lab or on the fantail of the newly acquired 546-foot training ship *Patriot State*, thereby developing mariner skills as necessary today as in the *Enterprise*'s day.

While the *Patriot State* itself is superbly outfitted for practical training of future ships' officers, there are limitations. Although her navigation laboratory and bridge are equipped with the latest electronic navigation and collision avoidance systems, she is (as is any vessel) expensive to operate. Thus, "at-sea" time is limited. Additionally, prudence dictates that no matter how valuable a training objective, the vessel and its complement should not be exposed to unnecessary hazard. Hence, the majority of *Patriot State*'s underway training exercises are conducted far offshore, often in areas of limited ship traffic and always at the mercy of existing weather conditions. To overcome these limitations, the

"Schoolship" Visual Imagery System.

Academy has contracted with Ship Analytics, Inc. of North Stonington, Connecticut, for the purchase of a full-function shiphandling simulator which will be installed in the Harrington Building this summer. The shiphandling simulator, called "Schoolship" by its manufacturer, is the first to be installed by a state maritime academy in the United States.

The shiphandling simulator will consist of a fully equipped ship's bridge which will be integrated with the Academy's highly successful radar simulator. Together, they will provide the ship's bridge personnel with a 200-degree "out the window" computer-generated image of the full day, night, or reduced visibility scene of land mass, ships, and navigation aids visible within the radar horizon of the vessel simulated.

The "Schoolship" simulator offers a wide range of training capability. The completed system will accurately simulate the ship hydrodynamics of a 30,000 dead weight tonnage tanker, a 165,000 DWT tanker, and a high endurance U.S. Coast Guard cutter of the *Hamilton* class under varying conditions of wind, water depth, and other environmental factors. It is equally suitable to the following training applications: elementary piloting instruction where the practical skills of taking visual bearings or radar ranges may be developed; lookout or watchstanding training where recognition of traffic vessel navigation and task lights might be the emphasis; and bridge team advanced navigation exercises where cadets may manuever a large vessel "from sea" through restricted waters to an anchorage or berth under various conditions of visibility or darkness. It is even possible to make a day or night approach to a naval replenishment oiler for at-sea refueling and to introduce engine or steering casualties during the approach.

With the training capability inherent in "Schoolship," today's cadets, like their predecessors aboard *Enterprise*, continue to learn by doing. However, while shouldering the responsibility of navigating a large simulated vessel up Buzzards Bay to its berth, should error in judgment or inexperience on the part of the Cadet Master result in grounding or collision, damage sustained will be limited to the Cadet Master's pride, sparing his/her vessel's bottom and the marine environment. With a few words of advice from the instructor, the exercise can be run over again.

The Academy is indeed proud of the accomplishments of its students and staff during its first century and is confident that its training philosophy of learning by doing, coupled with its investment in state-of-the-art simulation, augurs well as it enters its second century committed to producing maritime officers with professional skills second to none — first class men and women prepared for the finest ships.

Commander Jerome F. McGourthy is Chairman, Department of Marine Transportation. Graduated from King's Point in 1961, he earned an M.A. in Marine Affairs at the University of Rhode Island (1976). He holds an unlimited marine license with eleven endorsements as First Class Pilot. He has extensive sea service as merchant mariner, naval officer, and pilot.

Students

CADET 1/C DANIEL S. FREUND

Cadet 1/C Daniel S. Freund is the 1986-1987 Regimental Executive Officer. A dynamic, hard-working individual, Dan leads by example and has been instrumental in the distinct and measurable changes in the enforcement of the regulations and the improvement in the appearance and deportment of the Regiment of Cadets with a surprising increase in morale.

Hailing from Pelham, New Hampshire, Cadet Freund is a Marine Engineering student. He is on the Academy Varsity Football Team, a contributor to the student newspaper, and a frequent recruiter for the Academy in his home town area. He won the MMA Lenny Baker Football Scholarship and the Sun Oil Scholarship. Daniel has been on the Dean's List for the last four semesters and is a member of the Naval Reserve Officer Program.

I was recently offered a job with General Dynamics, Electric Boat Division, as a Career Development Trainee in the Operations Department. Competing for the job offer was as interesting as the program itself. I was invited to Groton, CT, for a two-day session. The first day (five interviews) went well, but the great unknown was yet to come. All of my interviewers hinted at this as they ended each meeting with a smile, a "Well done," and "Tomorrow you'll be put through the Assessment Center."

"The Assessment Center? What could it possibly be?" Even the personnel representative would give no explanation, only a grin. The Center was in a basement classroom of a cold colorless stucco building surrounded by a flat black steel security fence. The process consisted primarily of job related simulations, the first of which placed me in the role of "the new foreman on the job." They planted me in an empty room with a stack of paperwork and blank schedules. My task was to familiarize myself with an abundance of information and to generate a suitable schedule of job assignments for five men with varying skills. Before I knew it, people playing the roles of my crew started showing up for work. In addition to all the paperwork, I was forced to respond to unruly personalities, people coming in late with problems at home, and pressure from my superiors for answers.

The second scenario was a group exercise with my competitors for the job. We were given plans for a construction project, and each of us was assigned a different trade group for which we were responsible. As there was a shortage of workers available, we all had to bargain with one another for tradesmen. As we waded into the controversy, six General Dynamics employees recorded notes on our every move.

The Assessment was intense and challenging, but I have MMA to thank for what it had done to prepare me. I had a solid foundation to lean on. My experience as a cadet officer had developed my leadership abilities far more than I had ever realized. I have accepted the job offer, and I look forward to starting work in mid-July.

CADET 4/C FULVIA M. SEALES

Fourth Class Cadet Fulvia M. Seales was one of ten Panamanian students who enrolled at Massachusetts Maritime Academy in the Class of 1990. Miss Seales comes from Parque Lefevre, Panama, and is the eldest of three daughters of Mr. and Mrs. Carlos Dave Seales. She is a Marine Transportation major and is the first foreign female student to enroll at MMA. A member of the Fifth Company, she is a strong competitor and has proven to be a welcome addition to the Regiment of Cadets.

It was August 1986 when I first arrived at Massachusetts Maritime Academy. A new life totally different and even more difficult than I had expected started for me. I still remember my first two months. They were hard and full of sacrifices, doubts, and a lot of crying. It took a lot of praying and nights without sleep trying to understand my new books. There were many times when I had to pull myself together and ignore the fact that I was one of the few females going to MMA, that I was away from home, in a different country with different weather, and without friends. Accepting that I was alone gave me the strength to look forward and to remember the reason why I was at MMA — to become a pilot for the Panama Canal Zone.

Now, after a year, things have changed. I'm going home on vacation with pride and honor that I made it

through one of the toughest experiences of my life. I look back on the year just ended and remember the hard times I had. While it was rough, I'll be back in September because it was here that I learned my first real lessons about life and the sea.

CADET 1/C JAMES McLAUGHLIN

Cadet 1/C James McLaughlin stands at the top of his class of Marine Transportation majors. Jim's talents resulted in his being appointed as the Fourth Company Commander and elected as one of the co-captains of the 1987 Buccaneer Varsity Baseball Team.

Cadet McLaughlin lives in Millbury, MA, and works in the family service station to help offset his school expenses. He is a recipient of the President's Scholarship and the 1985 Alumni Scholarship. He has maintained a perfect conduct record and has earned President's List (top academic honors) for all eight semesters. Involved in many MMA activities, Jim has been a long time contributor to the Academy.

In my junior year, I was given the opportunity to sail aboard the EXXON PRINCETON. The internship allowed me to combine the knowledge I had gained in the classroom with actual shipping experience. It reaffirmed my desire to pursue a shipping career. The positive feedback I received from the deck department aboard the PRINCETON made me confident that my education has prepared me to compete favorably with other maritime graduates throughout the nation.

The demands placed upon me at the school through academics, company commander responsibilities, and those of baseball co-captain have taught me to organize my time and to make the most of it. My MMA experience and my involvement in different school activities have enhanced my qualities as both team worker and leader. I feel my education at MMA will enable me to achieve my personal goals in a rewarding career — shipping commercially at sea.

CADET 1/C JOSEPH "JACK" WESTWOOD-BOOTH

The Regimental Commander/ Cruise Commander for the 1986-1987 academic year, Cadet 1/C Joseph "Jack" Westwood-Booth is a Marine Engineering major. Under his guidance and direction, the Regiment of Cadets has made tremendous gains in leadership, appearance, and morale. His vision and insight produced a leadership training opportunity for 2/C cadets, an MMA honor system, and a greatly improved social calendar.

Jack came to the Academy from Hackensack, New Jersey, and attended Valley Forge Military Academy. He was a member of the MMA Cross Country Team, participated in two Freshman Orientations, and is a member of the Academy Yacht Club. His honors include the Order of Anthony Wayne Medal, Dean's List, Good Conduct Award, and Honor Company Ribbon.

Upon graduation this June, I will be accepting an active commission in the United States Navy. On completion of Surface Warfare School in San Diego, which involves six months of intensive naval training, I expect to be assigned to duty on a naval combatant ship in the Pacific Fleet.

The Navy provides many challenging and exciting opportunities. It is my ambition to pursue those opportunities, to develop within the realm of the experienced offered, and possibly to continue with a career in the Navy.

Throughout the year, while serving as the Regimental Commander at MMA, I have gained both the confidence and initiative to carry me productively toward my goals. The past four years have certainly been challenging — but challenge met with reward. I came to the Academy seeking an education but have found something even more important — the satisfaction of working with others toward a common goal.

Massachusetts MARITIME Magazine

★ CLASS NOTES ★

1919

CARL W. HOLMES is widowed, in good health, and lives alone. He has 5 children, 17 grandchildren, and 17 great-grandchildren. Retired after operating own florist business for 48 years.

1921

NORMAN D. MacLELLAN retired as Commander after 31 years in the Coast Guard. He served as Secretary for the Boston Marine Society for 10 years.

1928

MARIO L. GUIDETTE worked for Munson Lines for 5 years. Then, after 10 years ashore as Stationary Engineer, he went back to sea as First Engineer during the war. He received his honorable discharge from the Army for being aboard a block ship at Utah beachhead on "D Day." In 1946, he again went ashore and retired from Whippany Paper Board Company as Chief Engineer in 1976.

EARL M. "BUD" SWAN served 43 years as a deck officer with the United Fruit Company and was Master 26 of those years. Since retiring, Bud has done extensive sailing. He recently sold his boat and "swallowed the anchor." Bud's sea activity now is to drive along the seashore and dream. "I guess I am now 'an old salt'."

1929

WILLIAM R. GILMAN is retired and cares for his ailing wife.

1930

ZYGMUND P. SOBOCINSKI of Salem retired in 1970 as a Massachusetts licensed First Class Engineer. He was Chief Engineer and for the last twelve years was Traveling Maintenance Engineer for plants located in New York, New England, and Pennsylvania.

1932

WILLIAM E. HARGRAVES sailed a few years on Army mine planters and cable ships. He retired after several years in the baking business.

William R. Gilman '29

STUART K. MILLS, SR. retired as Chief Engineer, Steam, Unlimited. Total combined sea service includes 32 years of merchant marine and U.S. Navy activity. Now Commander (Ret.), USNR. Stuart and Elizabeth have 3 grown sons, 3 grandchildren, and 2 great-grandsons.

Zigmund P. Sobocinski '30

1933

FREDERICK (TED) S. BROWN is now going for the 11th issue of his Unlimited Master's license. He was a frigate skipper in W.W. II and has been a pilot and a division head at Portsmouth Navy Yard. He had his own business in marine surveying and compass adjusting, and is a relief captain. He has sailed his own sloop and lobster boat and is an Extra Class Ham.

WILLIAM B. VAUTRINOT retired from Exxon in 1974 after 40 years service from A.B. to Master. His ship was torpedoed off England in 1942. He made 2 convoy crossings. He lives in Eastham and is active in town government. His youngest son graduated from MMA, 1986, and sails as an engineer with Exxon.

1934

WILLIAM H. COLLIGEN retired in 1979. He was Master on Ogdon's bulk carrier S.S. *Potomac*. Bill lost his left leg below the knee but manages to move around on crutches. "Otherwise, I'm taking an even strain on all parts."

B. LAWRENCE is operating B. Lawrence Associates, Inc., a construction crew involved in small residential additions and modernizations. He also operates B & B Associates, a design and planning organization.

DOUGLAS E. NICKERSON sold his real estate business and enjoys retirement in Yarmouthport, MA. He plays golf and is busy with affairs of Elder Services.

1935

MARIANO J. IACOBONI retired in 1984 after teaching elementary school for 33 years.

1936

DANIEL F. BURGO served in the merchant marine until 1940 and held a Chief Engineer's Steam Unlimited license. In the U.S. Navy, he commanded a destroyer and retired as Commander in 1967. At Brown University, he earned a B.S. degree in Electrical Engineering. He taught school on Martha's Vineyard from 1967 to 1972.

1937

ARTHUR G. ELLIS is retired but busy maintaining his homes. He started as an oiler with Moore-McCormack. As a Navy Lieutenant (DD Engineer), he saw convoy and invasion action in Europe and Africa. After the war, he worked as an insurance inspector and later spent 19 years with the Navy Department until 1969. In 1973, he went into large building construction. He married Mary Taylor in 1941, had twin daughters and now has 5 grandchildren.

CHARLES PAUL sailed 11 years, reaching Chief Engineer. His ship was torpedoed in the Mediterranean by German JU 88 torpedo bombers. Charles organized the Paul School of Marine Engineering, an upgrading school in Boston in 1946. When he disposed of the school, he went to work part-time at the Suffolk Downs racetrack as an usher.

MELVIN A. RAND worked Esso tankers and was one of 13 survivors when their ship was torpedoed. Melvin was a draftsman in a factory for 32 years and retired in 1979. Married 44 years, he has 2 daughters (1 deceased) and 1 grandson.

William B. Vautrinot '33

Douglas Nickerson '34

1938

FLOYD E. GRAY is semi-retired, works 2 days a week but plans to give it up and do some traveling, shooting targets with his muzzle loaders, and prospecting with his new metal detector. So far, he's found 7¢ on a Gloucester beach, but who knows what the next time?

LEON F. KAUFMAN retired from Harvard University in 1982 but has enjoyed returning part-time as Facilities Coordinator in the Graduate School of Education. He's enthused about his 50th reunion at MMA; 11 classmates promise to attend in 1988.

LIBA L. STUDLEY is retired and likes to hear the news about the Academy.

1939

HAROLD F. GEORGE taught 10½ years at Calhoon Engineering School and spent 5 years as Chief Engineer with Apex Marine Corporation. He owned Barnstable Fish Market for 5 years. He had a heart attack in 1986, followed by a coronary bypass and abdominal aortic aneurysm surgery, now recovering.

HARLOW A. LAZOTT sailed 1 year on Grace Lines; was called to active duty (1940-1945); was recalled for Korea (1951-1953); and retired as Captain, USNR (1964). He worked at IBM from 1947-1975 and retired as Custom Engineering Manager. Now he does volunteer work.

1940

FREDERIC P. MELZAR, CDR, USNR (Ret.). Retired 1986 as V.P. and Secretary of Amoskeag Company. He's a trustee of Dumaines, a director of A.T. Walker Estate Corporation, and President and Trustee of Clovely Fund, so he is only semi-retired.

1941

JOHN J. HOWELL, JR. is married, has 3 grown daughters, is active in Town Government, and works part-time as a consultant. He sailed in 1942, flew with the Army in W.W. II, worked 10 years with Air France, and retired as Marketing Executive with Exxon after 25 years. Also retired USNR.

ROLLIN T. YOUNG retired in August 1975 as Captain, U.S. Coast Guard. This was his first winter as a "Snow Bird."

1942

ALFRED J. FRISCH retired in 1986 from Royal Insurance Company as Northeast Territory Engineering Manager. Also retired Captain, USNR and lives in Salem, MA. Visited classmates Cliff Larsen and Len Pierce in New Smyrna Beach, Florida.

JAMES J. MURPHY retired 10 years ago from the Boston Fire Department. He was Chief Engineer on the fireboat *Matthew J. Boyle.*

WALLACE B. ORPIN has 6 daughters and 3 granddaughters (no boys) — a real specialist. Deputy Director of the Boston Redevelopment Authority.

JAMES E. SCHOFIELD sailed with Grace Lines as First Assistant at the age of 21. Two years of active duty in the Navy (1944-1946). Worst wartime experience was having "The Apple" as his XO aboard an AKA. Married his classmate's sister, Ruth O'Maley. In 1983, he retired from Hartford Steam Boiler Inspection and Insurance Company after 35 years.

1943

ROBERT A. ERICKSON retired from NET and is enjoying canoeing, camping, and travel.

WILLIAM J. GLYNN is President of J.A. Marino Auto. Htg. Co., Inc., New England distributor of industrial combustion equipment.

DONALD F. HALL sailed as deck officer

John J. Howell, Jr. '41

throughout WWII in all war zones; upgraded to unlimited Master in 1945; sailed until 1953, and shifted to the U.S. Coast Guard. As Captain, he completed his USCG duty as C.O. of the largest Marine Inspection Office (New York), retiring in 1979 and joining Sea-Land in Menlo Park, N.J.

ALPHONSE L. SAVAGE is busy with his rental properties, converting some 3 deckers into business rentals, lives in

D.F. Hall '43

South Yarmouth, and is very proud of his wife, 2 daughters, and 1 granddaughter.

FREDERICK H.G. WRIGHT retired from the MMA faculty 2 years ago after 27 years. Enjoying life on Great Herring Pond where the cadets have their sailing club.

1944

CHARLES F. CROCKER retired as a Boston Harbor Pilot and is now selling real estate with Davis Associates in West Barnstable, MA.

JOSEPH P. DAWLEY retired as Captain, USCG. He is V.P., Allied Towing Company of Norfolk, VA. Joe holds an unlimited Master's license.

JOHN D. GIBBONS keeps his unlimited Master's license current. Chairman of the Board of Tax Assessors for the Town of Mattapoisett for 25 years; Director and Auditor of the Fairhaven Savings Bank; President and Treasurer of John D. Gibbons Real Estate & Contracting Company; and the father of 5.

CHARLES W. HARDING has retired after 33 years with General Electric Company, Lynn, MA. Enjoying travel, unstructured days, and looking for a hobby. May try consulting. Also enjoys monthly alumni get-to-gethers with Mario Marrocco and classmates.

ANDREW B. HOLMES retired in 1987 after 36 years with G.E. Has coached Little League and Pop Warner football for 34 years and is Chairman, Swampscott Recreation Committee.

VINCENT F. LEAHY has been judge for the past 7½ years at Middlesex Probate and Family Court in Cambridge. The work deals mostly with domestic relations, trying but rewarding. Vincent and Anne's children are grown so they travel, play tennis, and enjoy life.

ROBERT E. McGRATH is at Blake Equipment Company in Bloomfield, CT. May possibly retire after 32 years. Bob has 4 children and 5 granddaughters who will keep him occupied — when they can get him off the golf links.

1945

JOSEPH L. BOUDREAU, JR. has been in business with his son in Pittsfield, MA, for 15 years.

DAVID C. GANAK resides in Belmont, MA.

KENNETH L. KNISKERN worked U.S. Lines for 3½ years, upgrading to Master. He served 22½ years Navy active duty and also retired from Yankee Atomic Electric as Security Advisor for nuclear power plants. Now incorporated as KENNMAR, Ken serves as Security Consultant. Thoroughly enjoys retirement.

ELWELL H. PERRY is President of Insulation and Roofing, Inc. and hunts deer and bear. Recently purchased Gaylord Mobile Home and RV Park in North Fort Meyers, Florida, and plans to join the Florida chapter of the Alumni Association next year.

JOHN A. SMITH is Vice President of Stone & Webster Corp.; retired as Captain, USN; holds an active Chief Engineer's license (any horsepower); and is a graduate of Naval War College. Received many medals including Legion of Merit and Bronze Star for combat.

AL P. YENULEVICH retired in 1985 after serving as a manufacturer's representative for 30 years. Enjoys a health club, his two grandsons, nautical auctions on the Cape, monthly luncheons in Lynn and Buzzards Bay, and the stock market.

1946

MARIO MARROCCO retired from G.E. as an Engineer in 1986. Now does consulting work as a Manufacturing Engineer, serves on the MMA Board of Visitors, was MMAAA President from 1971 to 1973, served on MMAAA Board of Directors for 30 years, and was Alumnus of the Year in 1981.

1947

DONALD L. MANSFIELD sailed with U.S. Lines for 2 years, received his B.S. in Mech. Eng. from Tufts in 1953, and held various positions with United Shoe Machinery Corporation until retirement in 1986.

Andrew Holmes '44

HOWARD MORSE, JR. is still in the cranberry business and looks forward to 40th reunion.

EDWARD MATTA, LCDR, USNR (Ret.), is retired as District Safety and Fire Protection Engineer in charge of New England V.A. Hospitals.

JOHN G. MILES practices law with brother Frankland '45 in Plymouth, MA; served the Alumni Association as Co-Editor of The Bulletin, Secretary, V.P., and President in 1982-1983; served on MMAAA Board of Directors for 9 years; Secretary of the National Council of Maritime Academy Alumni Associations. Proud of 5 daughters, one of whom (Victoria) will graduate from MMA in 1987.

Elwell H. Perry '45

ROBERT F. MIZARAS lives in Middleboro. Daughter Stacey graduated from MMA in '86, sails as an oiler with MTA, and is looking for a berth as Third A/E.

WILLIAM R. MORRISON, married to his first and only wife, Ann. Children: Sarah, staff assistant at Harvard's Development Office; James, sophomore at Carnegie-Mellon, Pittsburgh; and Alex, St. Paul's School, Concord, N.H. Bill is looking forward to his 40th.

JOSEPH SILVERSTEIN is President of Silverstein's, Inc., a department store that dominates the New Bedford market.

RICHARD E. WEST retired to Martha's Vineyard and is a partner in Mill Pond Real Estate. His and wife operate "Nip & Tuck Antiques" during the season and exhibit wares at shows during the winter. They enjoy a busy life and visit often with classmates in the area.

1949

THOMAS M. CASS says, "All is well — still struggling along in insurance business, selling property and casualty coverage to rural electric cooperatives which provides challenge and interest to both my insurance and my engineering backgrounds."

1950

CARL HALVORSEN is Special Agent for Prudential Insurance Company as a Chartered Life Underwriter and Chartered Financial Consultant. Vice President of the MMA Alumni Association.

1951

KENELM N. COLLINS is in his 17th year of teaching at Nauset Regional High School in North Eastham. He also serves as Assistant Harbormaster, Assistant Natural Resource Officer, Shellfish Constable, and Special Police Officer for the Town of Eastham.

1952

ALLAN G. BAGNI has been with Northrop Corp. 26 years. Allan spent 3 years with Texaco, 2 years in the Navy, and 4 years with G.E. First A/E license. He and Audrey have 3 children and 4 grandchildren. Sails his 28' boat out of Boston.

DONALD J. FLYNN of Marblehead, MA, recently became Assistant Director of Construction for M.B.T.A.

ROBERT J. RUGANI, married 18 years, has one son. In social work 25 years, now works at a center with children and families having emotional problems in West Springfield, MA. His wife Marie teaches English to refugees from mostly Cambodia and Laos. Sends regards to his classmates.

WALTER F. SULLIVAN retired as Captain, USN, in 1977. Now a senior vice president and member of the Board of Directors of Stone & Webster. Manager of the Cherry Hill, N.J., office since December 1985.

1953

BARRY E. DENNIS, North Andover, MA retired from M.M. & P. in 1987.

RICHARD T. DREGHORN retired from the Navy in 1974 with 21 years of active duty. Employed by Mystech Associates, Inc. since 1974, currently Assistant General Manager. Enjoys sailing the waters of New England. Son-in-law, David Skaves, MMA '79.

DICK MULLANEY of Canton, MA captains B-727's for Delta Airlines.

HAROLD E. WIGHT worked for Gulf

John A. Smith '45

Mario Morrocco '46

Oil, the Navy, Ingersoll-Rand, Inc. and then on to C.R. Swaney Co., Inc. where he is President. Enjoys outdoor activity, reading, and does as much sailing as possible and states, "I should have paid more attention to my deck courses at MMA."

1954

ROBERT M. COLLINS has just moved from Lexington to Burlington, MA, for E-Systems. He's still in marketing for major aerospace command and control programs.

ANDREW A. HOEKSTRA is Sales Engineer for Associated Electro Mechanics, Springfield, MA. He and Lola have 2 boys and a girl plus 3 grandchildren.

MALCOLM W. MacLEOD was promoted to President and Chief Operating Officer of the Moran Towing Corp., the *New York Times* recently reported. Malcolm is the first president to be chosen outside the Moran family.

1955

EDWARD R. HAMMOND, JR. and Elizabeth have 4 grown children, one of whom is Andrew, MMA '86. Owner of Mill Pond Rest Home.

JERRY SCANNELL works for Johnson & Johnson (Director, Corp. Safety & Industrial Hygiene and Environmental Affairs, Worldwide). Jerry and Joanne have 5 children (3 married) and 2 grandchildren.

1956

REGINALD V. BERRY resides in Danvers, MA.

EUGENE L. FLYNN has 3 children in charge of operating divisions of his business: Gene II, Flynn Real Estate; Dan, Flynn Management; and Judy, Flynn Insurance. Retirement for Gene looms large on the horizon.

PAUL R. MOWDER is Manager of Offshore Marine Systems, Samson Ocean Systems in Shirley, MA. MBA from Suffolk University in 1975.

MORGAN T. RYAN is President of Powmat Ltd., sales of gas turbine parts to the aftermarket. Summer home in Pocasset, MA.

1957

JOHN F. AYLMER is President of the Academy and lives in Centerville, MA.

ANTHONY C. SCARLATA is Senior Engineer with Polaroid Corporation, Waltham, MA.

1958

RONALD F. MASON, Weymouth, MA has been busy enjoying life, hobbies, and his work.

1959

JOHN M. EDSON has been Plant Engineer at the Ferro Corporation, Norwich, CT for the last 13 years. He helped to establish the Student Chapter A.I.P.E. at MMA.

ANDY WHELAHAN accepted the position of Guidance Director in Wellesley after serving 16 years in the same position in the Foxboro Public Schools.

1960

ROBERT J. KIMTIS is manager of Dean Witter Intercapital's Developing Growth Company Mutual Fund.

DONALD H. MacDOUGALL, married 24 years and father of 4. He has had 20 years at Electric Boat, Groton, CT as Engineering Chief in the Nuclear Construction Engineering Department. "There are many MMA grads in E.B."

PAUL W. SIMPSON lives in Santurce, Puerto Rico, and has been a marine surveyor and consultant for 8 years, Vice

John G. Miles '47

Commodore of Puerto Rico Olympic Sailing Federation, and Maritime Advisor to the 500th Columbus Anniversary Committee.

1961

GEORGE PINA, JR. has worked at E.B. in Groton for 20 years. He is Engineer Chief for a new class of submarine. George and Susan live in Preston, CT with 2 children.

Robert F. Mizaras '47

1962

ARVID SUNDQUIST's Manufacturer's Rep firm was recently joined by Steve Sloane '83 and John Palm '81. Arvid's oldest son Karl is an MMA cadet. Looking forward to 25th reunion and having a gusto with everyone.

1964

JAMES P. FOX is Treasurer of the MMA Alumni Association, past Commodore of Jubilee Yacht Club in Beverly, MA and a partner of Ted Downing '64 in advanced Applications Engineering Co., Peabody, MA, (chemical cleaning of industrial heat exchangers). Wife Judy and daughters Leanne and Dianne are all great!

ALBERT C. MAHEGAN is with Cadillac Auto Sales & Leasing; 16 years with Norwood Automobile Company, Norwood, MA and is a LCDR, USNR, with Military Sealift Command, Quincy, MA unit.

MICHAEL R. McNAMARA is Captain of SS *Export Patriot*, Farrell Lines container ship servicing the Med. Wife Sue and he have a flock of 30 Oxford sheep on their farm in New Hampshire.

1965

JOHN A. DITULLIO recently moved to a farm in Searsmont, Maine, and is working for AMSEA as Chief Engineer.

DAVID A. PROUTY is sailing as Chief Engineer on *Omi Wabash* for OMI Corporation.

JOHN F. SULLIVAN earned a Master's in Bus. Adm. from NYU in 1971. Since 1974, he's been involved in real estate investments and is now portfolio manager for a $265 million real estate investment portfolio for Merrill Lynch.

1966

THOMAS A. BATTELL owns and operates Meineke Discount Mufflers, Natick, MA. Parents of 4 (now that twins just arrived), they keep busy.

1967

FRED S. BUTLER, Londonderry, N.H. "Twenty years already?"

WILLIAM L. LIGHTBODY is a special agent, U.S. Immigration and Naturaliza-

tion service in NYC. Wife, Theresa, and children Lisa, 15, Billy, 11, and David, 6.

1968

GERALD F. CULBERT is President and CEO of Information Transport Systems, Inc., a Needham, MA, company specializing in voice, data, and video cabling systems. Wife Pat is a real estate broker in Chelmsford, MA. Two children. "Looking forward to 20th reunion."

DENIS F. DUFFEY, Norwell, MA reports himself to be a retired gigolo.

FREDERICK D. JUDGE, Saugus, MA is looking forward to the MMA Clambake.

JAMES W. LANGENBACH just completed a successful refueling outage at Three Mile Island. In charge of engineering for modifications of TMI-1 since 1981. Married, 4 daughters, and a summer house in Sandwich, MA.

1969

GARY W. DAYTON is Director, Marine Marketing and Services with Bird-Johnson Company, marine propellors. Gary and April live in Walpole, MA, with 2 children.

DAVID A. JOHNSON is Master of S/T *Omi Wabash* with Dave Prouty '65 as his Chief Engineer.

1970

PAUL N. MOORE and Pamela are moving to Ashland, Ohio, in June while she studies for the ministry. Two sons. Paul is Captain of the Tug *Voyager II* moving petroleum along the East Coast. "I'll meet you on one whistle."

ROBERT A. PECHUSICK is Deck Officer for MM&P. He received his B.S. degree in Bus. Adm. from Northeastern U. last June.

1972

EDMOND R. PITTS practices maritime law and general litigation at 70 Federal Street, Boston. Interested in a 15th reunion get-together on the Cape, perhaps the night before the Alumni Clambake in August. Call home: 444-3573; office: 426-3991.

Richard E. West '47

1974

JOSEPH ROGER FORTIN is married, 2 children. LCDR, USNR; Master's in Bus. Adm. from New Hampshire College (1985); working at Bath Iron Works as Dep. Program Director for the DDG51 *Arleigh Burke* Class Program.

CAPTAIN JAMES F. SMITH joined Army, 1980; commissioned, 1982 in Transportation Corps, assigned to an Army Watercraft unit; 1984 took a detachment to Antarctica to support NSF. Now XO of Terminal Transfer Unit in Cadiz, Spain. Married in 1985, no children yet.

Ken Collins '51

1975

HUGO A. BOGGARD resides in Hubbardston, MA.

ROBERT F. KELLY sails as Second Mate on USNS *Sealift Arctic* for MTL. Sailed with CAPT Doug Grover '75 recently off the West Coast and Alaska. Reports there are some openings for Chief Mates and Captains on the Sealift tankers. Grads welcome. Best wishes to classmates.

STEPHEN SMITH, Colebrook, N.H., is Chief Mate, MEBA. Married Angele L. Hartlen, 1986.

JAMES P. TASSINARI has sailed as Engineer on the Great Lakes, now Port Engineer for Midwest Ship Service, Inc. in Green Bay, Wisc. Opened "The Red Fox" restaurant in Green Bay, next to the Packer Stadium. Enjoys boating and fishing. Building six condos for sale in Plymouth, CT. Jim and Lee have a daughter, 4. "Hello" to classmates.

1976

JOHN F. MAHONEY III is Vice President of Darkside Construction and Remodeling Co., Inc. He and Trisha have 2 girls.

EDWARD F. MURPHY and Donna live in Somerset, MA, expecting their first child in August. Employed by Montaup Electric Company as a Power Plant Operator.

EDMUND J. SANTOS, JR., West Barnstable, MA has his Master's license and is sailing. He's also LTJG, USNR.

ROBERT M. SHEA is employed as First Engineer with Energy Transportation Corp. Married, no children.

1977

RONALD P. AMBRIFI is a field engineer with G.E. in the marine services business. Acting as a project manager at the Lynn factory which is being rebuilt. Ronald and Michele have 2 children. The "Brief" says HI to all the "Sweathogs."

ROBERT E. DUGGAN sailed MEBA until 1982 and then joined G.E. in Lynn, MA. Now Lead Test Supervisor of Navy Propulsion Complexes, he is married with 2 children and a 3rd due soon. Best regards to all; looking forward to 10th.

BRIAN P. O'DONNELL is sailing as First Engineer for Exxon. He and Lori just had their first child.

THOMAS F. RICE went ashore in '85 after reaching Chief Mate with Exxon. Now working at Exxon's East Coast branch in Linden, N.J., which operates inland from Virginia to Maine. Looks forward to 10th.

1978

JOHN C. CIVIELLO is employed at Technology Management Analysis Corp. as a Production/Marine Systems Engineer. John and Joanne own a home in Annadale, VA.

KEVIN J. FULLER currently holds a 2nd A/E Steam license, working through MEBA; married Janis M. Lakin in 1980; son Steven born 1986. Working toward his electrician's license.

PAUL R. GRIFFITH, Wollaston, MA is Chief Mate and belongs to MM&P. Married, 3 sons.

PATRICK J. HANLON, JR. is Operations Manager for Digital Equipment Corporation in Salem, N.H. and is married with 2 sons.

EDWARD N. HENRY and Mary have 2 children. Ed sailed for 6 years in MEBA and is now a Design Engineer for Combustion Engineering, Inc., Windsor, CT.

JOSEPH LAVIN is Chief Engineer for Moran Towing and Transportation. Lives

Donald J. Flynn '52

John A. Ditullio '65

in Plymouth and has 2 children.

JOHN F. MAEDER has been employed by G.E. since MMA. Recently promoted to Area Engineer - Marine in Charleston, S.C. John and Kerri expect 4th child in June.

RICHARD J. McCANN is sailing as First Engineer in MEBA District 1. He's getting married this June.

E. HOWARD McVAY, JR. is a member of the New England Pilots. He married Noreen in 1985; Samantha Ashley born St. Patrick's Day, 1987.

MICHAEL MIALE is steady Chief Mate aboard the SS *Exxon Lexington*, along with Michael Fauvell, '78, who is the regular First Assistant. The ship loads from an offshore oil storage vessel off Santa Barbara, CA. They deliver the crude to the Houston area via Panama.

EDWIN F. PLUMMER resides in West Yarmouth, MA.

JOHN D. TRAHAN works for E.B. in Groton, CT. He, Patty, and their 3 sons live at 16 Kingswood Drive, North Stonington, CT 06359. Is interested in forming a local alumni association chapter. Call or write.

1979

MARK G. BATTISTA and Elaine have a year-old daughter. Mark is working for Pioneer Standard, an electronics distributor, Lexington, MA.

Fr. THOMAS P. LAVIN did his deacon internship at St. Stanislaus Church in Chicopee, MA. Ordained as priest in Albany, N.Y., May, '87.

ROBERT PAUL PERKINS has been with the MM&P since 1979. Sails with APL as Second on the *President Hoover*.

PAUL J. SCORDATO coaches and plays lacrosse; hopes that MMA Lacrosse Alumni comes to this year's Lacrosse Alumni game.

ROBERT R. SPENCER is sailing with APL as Chief Mate. He and his wife expect first child in June.

Edmund Pitts '72

James F. Smith '74

Gerald F. Culbert '68

1980

THOMAS J. BARTLEY recently celebrated 5th year at Northeast Utilities. He married 7 years ago and has 2 children.

GREGORY H. FORD is employed by Turner Construction Company and his present project is Tent City (Leighton Park) in Boston. Andrew, born Father's Day, 1986, keeps Cathy and Greg busy.

CURTIS B. HALL, Pike, N.H. is at sea as Second Mate and recently returned from West Africa, Egypt, and Haifa.

JOHN M.T. KELLY wishes to hear from fellow grads. Write or call, and he will share sea stories. c/o Box 653, Harwich,

Ronald P. Ambrifi '77

MA 02645, (617) 432-9203.

RICHARD F. LINEHAN recently passed the Mass. Bar exam and is practicing admiralty and maritime law and general civil litigation with Flanagan & Hunter, P.C., Boston, MA.

CARL K. OLSON, Jr. is a sales engineer with R.A. Mitchell Company in New Bedford, New England distributor of Lister diesel engines. Opening Ace Quick Oil Change franchise with classmate James O'Connell in Maynard, MA this spring.

ANTHONY C. PAGE lives in Dedham and has a son, Christopher, born 1986. Works on the west coast for Exxon as First Engineer.

PAUL S. PLACE married in 1985, no children. Works as a service advisor in a large automobile dealership and also works part-time as a financial consultant.

STEPHEN E. SHEEHY resides in Randolph, MA.

The alumni response to our request for personal news and photos was overwhelming — far exceeding our expectations. Not enough page space had been allocated. Sorry! The rest will be printed in the next issue. Thank you for your enthusiasm. — Ed.

Richard F. Linehan '80

TRACING LOST PERSONS

The Academy has tried over the years to keep track of its alumni. However, many have become lost to the college. This partial list, alphabetically within classes, is of graduates for whom MMA has no current addresses.

The Academy wishes to locate as many alumni as possible. If you know a current address or if you know of some who are no longer living, please write or call collect Commander Mike Joyce, MMA, Buzzards Bay, MA 02532, (617) 759-5761. Any class list would be especially helpful.

1920 — David F. Atwood, Arthur G. Berteaux, Raymond A. Bowen, Lorenzo C. Brown, Joseph F. Burke, Charles R. Clark, Roger W. Clarke, Earle F. Clegg, Erwin F. Colburne, Theodore Collins, Daniel J. Coughlin

1921 — Bertram S. Bailey, Edward N. Bailey, Lancelot S. Bedell, Wilbur G. Clancy, Melville R. Colgan, Charles H. Coughlin, Raymond A. Cousins, Theodore Crawford, Frank J. Curley

1922 — Edward S. Baker, Edward C. Beatson, Algernon H. Bell, John D. Boster, Edward A. Bouvier, Arthur O. Brady, George F. Carreiro, Nathan S. Crowell

1923 — George J. Andrews, Duncan S. Baker, Francis J. Barnicle, Elmer H. Bridge, Edson B. Cates, Roy W. Chamberlain, Arthur F. Cole, Gerald B. Coleman

1924 — Aubrey C. Allen, Paul W. Anderson, Roger A. Baker, William N. Baker, Sydney Blackledge, Ellery H. Capen, George A. Chaquette, Lawrence W. Croteau

1925 — Richard G. Aaron, Leroy N. Andrew, Joseph D. Barnicle, John P. Binney, K. Bradford, Arthur J. Carnes, Houghton L. Cummings

1926 — John B. Ashton, William A. Bradford, Jr., Thurlow M. Brayne, Clyde R. Coburn, Charles T. Conray, Albert A. Corkhill, Edward R. Coyle, Walton C. Crouse

1927 — Ralph D. Alderman, Milburn G. Boys, Alfred W. Bramer, William D. Brimner, Harold W. Bullen, Raymond W. Curtis

1928 — John T. Barrett, Jr., Erle M. Brizard, Frederich D. Browning, Vitty C. Bulwich, Richard G. Copeland

1929 — Joseph W. Balevic, Austin L. Brown, Mathew J. Carnes, George H. Chapman, Jr., Ove Christensen, Leroy S. Colby, Jr., Earl Colclough, Warren S. Corbett, Jr., Austin D. Cushman

1930 — Stanley D. Alger, Alan R. Bellhouse, James C. Bergin, Harry J. Best, Arthur L. Brouillet, William E. Brown, Jr., Paul W. Buliung, Maurice P. Casey, Carleton H. Clogstone, Carleton W. Crocker, Jr.

1931 — Paul J. Allman, Kenneth B. Balch, Thaddeus A. Banach, Anthony J. Barkowsky, Ralph L. Barry, William F. Bentley, Hilary J. Berry, Paul L. Berry, Walter J. Bienia, Edward B. Burrage, John O. Bushey, Daniel F. Callaghan, Richard J. Casilli, Stanley W. Cederburg, Alden R. Chambers, William S. Charlton, Bernard E. Connors

1932 — Leo T. Atkinson, Wilbur A. Bey, Robert J. Bowen, John J. Brozek, Clarence H. Campbell, Normand R. Charette, Kenneth H. Clark, Thomas E. Correll

1933 — Russell W. Anderson, Arthur L. Anderson, Jr., Vittorro P. Belluci, Martin J. Costello, Arthur B. Currier

1934 — Norman W. Arnold, Richard E. Berger, Francis R. Brodbine, Jr., Arthur E. Champeau

1935 — Sumner J. Abrams, Carl H. Bromberg, Jr., Harold E. Brooks, Albert E. Collis, Samuel D. Curtis

1936 — Thorwald C. Allen, John W. Anderson, Forbes O. Bryce, Edwin F. Call, Richard B. Collins, Marshall P. Corriveau

1937 — Philip M. Arrigo, Jr., Walter E. Beattey, Frederick W. Bowden, Gustav B. Carlson, John Clayton, David L. Costello

1938 — Wendell E. Bent, Edwin S. Borden, Ralph H. Cooper

1939 — Donald G. Allen, George W. Alther, Jr., Robert C. Bamford, Edwin F. Barry, Charles W. Bell, Lawrence J. Blaher, Earl S. Brown, Norman M. Brown, Leon A. Burkett, William H. Carleton, Roland J. Champagne

1940 — Nelson C. Bliven, Wilfred P. Breen, Forrest L. Bryan, Edward A. Christianson, Atwell G. Collins, Bernard R. Congdon

1941 — Coucetto J. Auditore, Charles J. Barrows, Ernest S. Bougess, James R. Carman, Edward Carson, Clarence A. Chapman, Ralph Cicori

1942 — Charles E. Bamberg, William H. Barr, Ralph K. Benton, Robert M. Berry, Robert C. Birdsall, Redmond J. Costello, Herve J. Coto, Robert D. Crowley

1943 — Horace E. Balkam, Robert W. Barris, Jr., Joseph B. Beatty, Loring R. Besse, Frank R. Bottomley, Edward T. Byrne, Edmund W. Canton, Robert G. Collins, Franklin W. Creighton, Neil T. Crockett

1944 — Francis R. Amirault, Richard C. Bailey, Michael J. Cacciapuoli, Elmore R. Carlson, Anthony C. Charwick, Joseph A. Christopher, James S. Churchill, Jr., Thomas M. Clancy, Samuel L. Clogston, Thomas F. Connors, Rodney H. Cooper, Burton C. Crowley, Charles M. Crowley, Jr.

1945 — Leslie D. Aitken, J. Attaya, Gordon E. Burlin, Eugene H. Clark, Charles G. Connor, William C. Conway, William J. Coutance, Paul W. Coveney, Roger M. Cunniff, Joseph P. Cunningham

1946 — Charles R. Beaulieu, John E. Coyne

1947 — William O. Bonnafe, Jr., Charles R. Brock, Marshal N. Cohan, Robert F. Collins, John E. Cox, John L. Czelusniak

1949 — Archie S. Amiot

1950 — Richard R. Blasi, Joseph A. Concannon, Ronald J. Curry

1951 — Daniel W. Anacki, Gardner S. Barrett, John M. Barry, Gary Cooper, Norman H. Currier

1953 — Richard L. Balboni, Arnold D. Barton, John Carton, Joseph W. Cunniff

1954 — Edward P. Baldwin

1955 — John D. Arnold, Robert F. Conway

1956 — Frank S. Burgess, William R. Canniff, Robert W. Cashman, Eugene F. Coughlin, Edward G. Cullinane

1957 — Robert N. Anderson, Richard A. Buthman, Russell H. Persson

1958 — Bruce C. Andrews, John Callahan, George E. Cull

1959 — Earl F. Baker, Michael E. Capelotti, Stephen B. Collins, William A. Colomb, Ralph H. Cutter

1960 — Louis C. Arruda

1961 — William E. Atkins, Robert E. Bolcome, Jr., Augustin D. Bourneuf, John J. Crocker

1962 — Wallace K. Bartlett, Ellsworth J. Brown, Thomas J. Byrne, John H. Cashman

1963 — Alan F. Crinnell

1964 — Peter D. Avakian, Thomas J. Brunell, Steven E. Brunstrom, James D. Crane

1966 — Robert C. Amesbury, Edward G. Boucher

1967 — Richard A. Aldred, James Arruda, James G. Bell, Steven B. Broderick, Edward S. Callanan, Ronald F. Colpus

1968 — Jeffrey C. Adler, Richard B. Anderson, W.B. Barr, Raymond B. Barufaldi, Daniel N. Cartmill, John J. Cole, Alfred A. Coleman

1969 — Stephen A. Aldrovandi, David S. Anderson, Thomas Bayerle, Stephen L. Betrand, John V. Catalonga, David Crowley

1970 — Clayton E. Brown, Bruce C. Carter, Michael Clark, George B. Clarke

1971 — Robert M. Albee, Robert W. Baker, Bruce R. Bulger

1972 — Stephen W. Barry, Paul R. Bedard, Daniel J. Bell, Bradford L. Bouchard, Michael F. Cahill, Thomas S. Caia, Robert W. Condon, John Conner

1975 — Mark P. Ames, Keith Bluestein, David R. Cartmill, Anthony A. Cavalier, Edward Clair

1976 — Louis T. Bach, Thomas J. Bradley, William C. Counter

1977 — Peter H. Brown, Martin L. Costa, Michael J. Crehan

1978 — Brian C. Aballo, Khaled Y. Al-Hashel, Waleed S. Al-Khaledi, Ahmad M. Al-Sharrah, Lawrence O. Bereiweriso, Daniel T. Boucher, Paul M. Buckley, Thomas C. Campbell, Kenneth P. Colmer, Mark T. Conroy

1979 — Orlando Allard, Gene E. Birk, Stephen J. Burke, John J. Cadogan, Emmanuel I. Chukwurah, Marco T. Collazos, Joseph P. Collins

1980 — Oren O. Bentley, John W. Biggio, Thomas A. Civiello, Brian E. Corriveau, David J. Crowley

1981 — John F. Attridge, Jr., Robert W. Clark

1982 — Gary W. Bennett, Thomas A. Budreika, David D. Callahan, Paul B. Clifford, Mark C. Coggins, Michael Cortese

1983 — Robert Banden, Gary R. Conway

1985 — Michael F. Carr

Monomoy crew preparing for annual Pulling Boat Contest in Boston Harbor on National Maritime Day, May 22nd.

GRADUATE PROGRAM

Changing conditions in the job market, the shrinking numbers of high school graduates in New England (the result of the "baby bust"), and other factors have led institutions of higher education into taking a hard look at their programs. Many new offerings — graduate, associate degree, certificate, and non-traditional programs — have resulted. MMA canvassed its alumni to test the concent of introducing a master's degree program at the Academy. Two other maritime academies have already undertaken master's degree programs, and it is apparent that a market exists.

The alumni reaction was supportive of the idea. President John F. Aylmer formed an Ad Hoc Advisory Committee to study the concept. The committee was composed of faculty, staff, government officials, and leaders from other colleges and universities. They worked through 1986 and submitted their report, unanimously of the opinion that there is a need for a Master's Degree Program in Marine Science in the Commonwealth and that the Academy is an ideal site. The concept is currently in a review, refinement, and development process.

THE CLASS OF 1986 AT WORK

A survey completed nine months after graduation discloses that at least ninety-eight percent of the Class of 1986 is employed. There are still five graduates with whom no contact has been made, and it can be fairly assumed that most or all of those five are working.

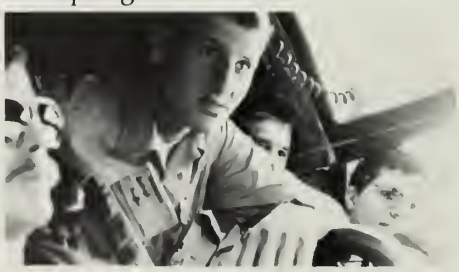
EMPLOYMENT STATISTICS

Employed at sea	98
Military service	18
Employed ashore	75
In graduate school	7
No word	5

Any graduate of the Class of 1986 who wished to go to sea has done so. Many of them who accepted unlicensed positions have already been promoted to Third Officers. These promotions to licensed officer status occurred in some instances as early as a week after joining the vessels.

As for the Class of 1987, there are more opportunities developing this year than for graduates of recent classes. For example, Exxon Shipping Company resumed campus recruiting visits this year. Exxon's hiring policy is currently to employ graduates initially in unlicensed positions with the possibility of promotions to Third Officers while on the job.

Firms seeking graduates in positions ashore have also scheduled an increased number of recruiting visits this spring.



Cadet 4/C Gregory Watson is fascinated with cockpit action in Navy P-3 *Orion* flying over New Hampshire as part of Naval Science Program.

New Cadet Chapter of AIPE

This spring term witnessed a landmark event at Massachusetts Maritime Academy — the induction of thirty-five MMA cadets into the American Institute of Plant Engineers (AIPE). These cadets, students in the Marine Engineering discipline, formed Student Chapter S-11 here at the Academy and became its charter members.

The inauguration ceremonies were chaired by Captain Al Wilson, Chapter Advisor and Founder, assisted by Commander E. F. Russo, Chapter Advisor and Co-founder, and MMA Cadet Chapter President, First Class David E. Wharton.

Following a social hour and buffet dinner, Mr. John P. Mentus, Vice President of AIPE Region VIII and Mr. Warner E. Dauphinee, Group Director of AIPE Region VIII, conducted the formal induction ceremonies. A chapter banner was presented to Cadet President Wharton who placed the banner on display. Cadet President Wharton also was presented with an inscribed placque signifying establishment of the chapter, and charter cadet members were presented with individual certificates.

Mr. Mentus and Mr. Dauphinee then formally swore into office Cadet President Wharton and his officers. Photographers recorded the event for use in the national publications of the AIPE.

The AIPE is a problem-solving network of professionals involved in the management, maintenance, and operation of industrial, institutional, and commercial facilities. AIPE members come from all types and sizes of facilities across the United States and around the world. Members profit from the combined expertise and experience of thousands of the most successful

Professor Yoram Dinstein of Tel Aviv University, Editor of Israeli *Yearbook on Human Rights*, who recently spoke to students, faculty and staff on the International Response to Terrorism.

leaders in facilities management today.

Some of the benefits are career advancement, face-to-face exchange, conferences and seminars (both national and regional), facilities management journals, awards and recognition of accomplishments, and national referral service.

The idea of forming a student chapter was that of Captain Al Wilson, MMA's Director of Placement. First Class Cadet David E. Wharton took the ball and ran with it. They were assisted by Commander E.F. Russo, MMA's Director of Planning and Development, who has twenty years of experience in the field of building construction and facilities engineering management, and by Associate Professor D. Newton Foner, MMA Faculty Advisor, a long-time AIPE member.

The AIPE chapter is the first student chapter in any college in the New England area. As such, it is a significant milestone in the Academy's long history of engineering excellence.

AIPE Chapter formed. President-elect Patrick Moran, Cadet John Cummings and President David Wharton.

SMALL CRAFT ON THE MOVE

The small craft program at MMA has come a long way. Some of the more senior readers may ask, ''What small craft program?'' Those same readers may be pleased to know that every freshman now takes sailing instruction as a requirement. The program is conducted by Lieutenant Sue Crosby at the Academy's Keith Hartford Sailing Center at Herring Pond (about three miles northwest of the Sagamore Bridge).

MMA's Marine Department was formally established four years ago and drew in the varied waterfront activities under one roof. That roof is the historic Copeland Building (picture on the cover). Years ago, the Copeland Building housed the entire Academy, and now it is home to the Marine Department headed by Captain Bob Greer ('56) with his staff of five.

The marine Department's assets have grown dramatically. Current boat inventory consists of some eighty watercraft, large and small. The 87-ton 80-foot twin diesel workboat *Ranger* serves extensively in cadet training operations underway and in community support projects from time to time. Five 26-foot motor whaleboats, the 45-foot harbor tug *Jenkins*, and a number of outboard motor driven small craft provide additional powerboat resources. Further additions are planned.

Under sail, the Academy's holdings include the *Cadet Pride*, a 48-foot Swan, the 46-foot masthead sloop *Arieto* (recently donated by Albert R. ''Buzz'' Schofield '57 and renamed *Eighty-Six*), the 48-foot classic Chesapeake Bay ketch *Windlass*, the 30-foot wooden gaff-rigged Quoddy Pilot *Clovelly*, and several additional modern fiberglass cruising sailboats available to the cadets for recreational and competitive activities.

The Academy encourages such donations of small craft by benefactors, and it provides advantages to both the donor and the cadets. Also, national events have introduced another interesting source of small craft. The Federal Government's drug interdiction program has resulted in the confiscation of drug runners, both sail and power, which are made available to maritime academies.

Equipped with these new assets, cadets participate in hands-on training evolutions and learn skills such as boat handling, maintenance, and repair under the direction of the Marine Department which also guides and supports the sailing, rowing, piloting, scuba, powerboat operations, and boat donation programs.

Throughout the sailing season, cadets participate in regional regattas and events such as Corinthian, Figawi, Edgartown, and more. A recent highlight was *Opsail '86*, the Statue of Liberty birthday celebration in New York. Nine cadets and two Academy officers sailed *Windlass* to New York with First Class Jim Broadwater as skipper.

The Hartford family, who originally donated land for the Keith Hartford Sailing Center, generously donated an additional five-acre adjacent tract recently. Planning is underway to expand both the waterfront facilities at the Sailing Center and those at the Buzzards Bay campus. The small craft program at MMA is truly on the move.

ANNUAL FUND LAUNCHED

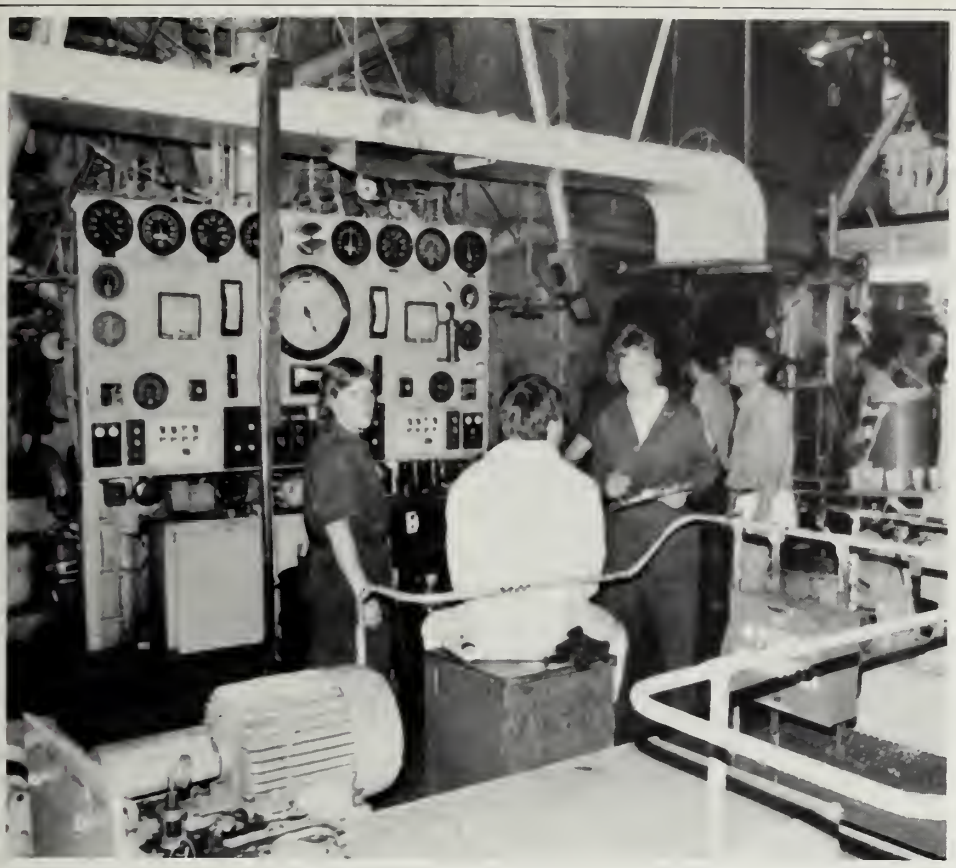
Last December, for the first time in MMA history, an annual fund raising campaign was undertaken. Chief Engineer Peter Sullivan '57, who still sails on his license, is Chairman of the maiden annual campaign. Many readers will have already received letters announcing the first annual drive for 1986-1987. Many have responded with gifts.

The Annual Fund, simply put, is an annual solicitation of the Academy's alumni, parents, and friends that will provide the Academy with a degree of independence and flexibility in the face of greater competition for declining public and student dollars. Annual funds are not new. MMA was the last maritime academy and the only state college in Massachusetts without an annual fund. We have some catching up to do as a result.

The fund is designed to coordinate all Academy solicitations. Donors may designate the particular area that they choose to support. The most common examples listed by recent donors include cadet scholarships, equipment purchases, athletic program support, small boats, and library support. Most contributions received are unrestricted, and this category allows the Academy to apply the funds to areas where they are most needed. Most large companies manifest their support of higher education through a matching gift program through which employee contributions to MMA are matched on a ratio of one to one to a maximum of three dollars donated by the company for each employee dollar contributed. Some fund raisers refer to this program as a donor's license to print money! Details of corporate programs are available through company personnel offices and/or at the Academy.

Throughout the world, most public colleges do not charge tuition. The United States is the exception. MMA seeks to build an endowment that will allow it to implement a needs-based assistance program that will exclude no deserving student. While the current tuition remains reasonable, it is slowly edging beyond the means of an increasing number of students. Through the generosity of Academy friends, MMA has been fortunate enough to increase the amount of cadet scholarship money available to a new high of $80,000 this year. Yet the demand continues to exceed the supply. The Annual Fund will be used primarily for MMA to bridge this gap, at least for the near future. Recent support from alumni, Trustees, Visitors, faculty, and staff has been encouraging.

It is intended to recognize publicly the financial support by friends of the Academy in future issues of this magazine and by other means. Persons interested in further information may write to Commander Mike Joyce, Assistant to the President, Massachusetts Maritime Academy, Box D, Buzzards Bay, MA 02532 -1803, telephone (617) 759-5761.



The best engineering training takes place in the engineering spaces during the two-month annual training cruise. But the new enhancements provide year-around hands-on training, better integrating the at-sea phase with the fall and spring terms ashore. *Newton Foner is Associate Professor of Marine Engineering and a licensed professional engineer with extensive experience in engineering analysis, plant maintenance, and engineering management.*

MARINE ENGINEERING TRAINING ENHANCEMENTS

by
Newton Foner

The fall semester of the 1987-1988 academic year will bring about utilization of three new major training units in the Marine Engineering Department at Massachusetts Maritime Academy. A diesel engine governor training unit and a diesel engine test rig will complement the diesel engineering courses. A technologically advanced and more powerful universal hydraulic testing machine will greatly enhance the Strength of Materials course.

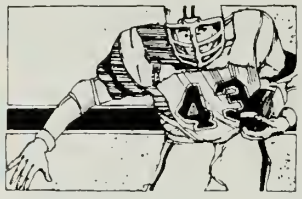
The diesel engine governor unit will provide students with simulated but realistic dynamic operating characteristics of both hydraulic and electronic speed regulation devices commonly in use in merchant ships and in shoreside engine installations. Additionally, this unit provides hands-on opportunities to analyze, test, and troubleshoot most speed control governors currently in use. This type of training will prepare students for on-site field analysis and remedial action.

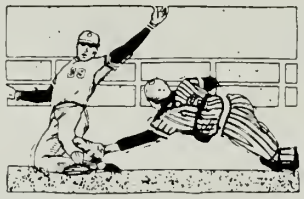
The diesel test rig is a fully instrumented system which allows the student to become familiar with various operational and theoretical aspects such as engine starting, motor-generator set starting, valve timing, injection pump timing, power/voltage variations, control and dynamic behavior, mixture richness and excess air; plus thermal, mechanical, internal, total, and volumetric efficiencies. The acquisition of this unit is a milestone in the engineering department's ability to train students to recognize non-optimum and potentially dangerous or irregular operating systems and to take the appropriate corrective action to avoid costly "down-time." This diesel engine test rig gives us a representative and operable diesel engine attached to a load without all the encumbrances of operating an entire, completely crewed training ship. Additionally, this rig will allow larger groups to be properly trained as unlimited group turnover is possible.

The new technologically advanced universal hydraulic testing machine for the Strength of Materials laboratory has a capacity of 180,000 pounds compression and 120,000 pounds tension. Maximum test clearances are twenty inches between screws, sixty inches between heads for compression testing, and sixty-eight inches plus stroke between heads for tension testing. This unusually large headroom clearance was obtained by a factory modification to the machine which extended each of the machine screws and columns by an additional three feet. The increased load capacity and test clearances of this machine, compared to our rather small specimen tester, will greatly expand the capabilities of our testing program. The new universal test machine is of the digital readout type and incorporates other innovations that will keep our students updated with current state-of-the-art testing technology. In order to achieve accuracy of plus or minus .5 percent of the indicated load or plus or minus .1 percent of each load range, four different digital readout ranges are employed. Also, a flat bed recording system is incorporated for plotting stress-strain curves.

In addition to the usual testing associated with the Strength of Materials course, this new machine can be used in other areas such as testing weldment quality in the Welding course and for applications and/or demonstrations in the Ship Construction course. In connection with the more standard type of materials testing, the introduction of this new machine will greatly improve our student-to-equipment ratio for performing experiments.

Sports





Athletics and Academics Are No Strangers

In an age when questions are constantly being raised regarding the value of college athletics, Massachusetts Maritime Academy has a refreshing story to report. The Academy, a Division III college and a member of the Massachusetts State College Athletic Conference, has produced no less than five of the top scholar-athletes in the Conference in the last seven years.

In 1979, the eight-member conference established the "Howard C. Smith Award" to honor top student athletes, male and female, in the league. The minimum criteria for the award are a 3.2 cumulative quality grade point average over four years and a distinguished career on the athletic field. The award is named after the former State College Trustee who was instrumental in promoting athletics and in establishing the Athletic Conference.

In the initial year of the award (1979-1980), the recipient was Chris Roller (formerly of Milford, CT), an All-Conference selection in football and baseball at the Academy. Chris easily met the minimum academic requirements. In 1981-1982, the award was given to John Hendy (Sandwich, MA), a member of the Academy soccer and baseball teams and near the top of his class academically. The coveted award, in 1982-1983, went to Chris Syocurka (Ludlow, MA), an MMA football captain and All-League player as well as a collegiate wrestling champion. The 1984-1985 trophy was awarded to Bill Johnson (Bethany, CT) who captained both the MMA football and baseball teams and was All-Conference in football. Most recently, David Mik (Meriden, CT), captain of the Academy '85 football team, was awarded the Howard C. Smith Award for 1985-1986. Mik was an Honorable Mention All-League Offensive Lineman and valedictorian of his graduating class.

That MMA has dominated the conference by walking off with the Howard C. Smith Award will probably not surprise readers familiar with the Academy. Leadership, scholarship, and athletics go hand-in-hand. The baseball season that just ended is more proof. The top deck cadet, James McLaughlin, and the top engine cadet, James Oldach, were co-captains. Next year's Regimental Commander, Jack Girnius, was the pitcher. MMA athletes have been, are, and will be scholar-athletes and top contenders for honors.

MMA "HALL OF FAME" TO BE ESTABLISHED

The MMA Alumni, in conjunction with the Academy Athletic Department, have launched the initial effort to establish an Athletic Hall of Fame. Preliminary meetings have been held and an MMA Hall of Fame Committee, consisting of MMA Alumni, is being formed. It is hoped that the first Hall of Fame induction will take place in the spring of 1988. Input is being sought from any Academy Alumni who are familiar with MMA sports and its past accomplishments. No criteria have been set for selection to the MMA Hall of Fame as this work will be done by the permanent Committee. Readers interested in becoming active in this project may contact Captain Al Wilson at the Academy.

MMA Athletic Facility Plans For Future Improvements

A number of ongoing improvement projects are coming closer to reality for the Academy Athletic Facility at Alumni Gymnasium and its adjoining athletic complex. Bowling lanes in Alumni Gym that were little used have been removed, clearing the way for an improved and expanded fitness facility that will include three multi-purpose courts adaptable for play in racquetball, handball, squash, wallyball, soccer volleying, and other racquet sports. The new courts will be literally maintenance-free and capable of being open to cadet use twelve to fourteen hours per day. Along with the courts, the removal of the bowling lanes will allow for an expanded weight training facility to ease the burden on the much utilized existing facility.

The winter of 1987 left its mark on Cape Cod including the Academy outdoor sports complex. The storm destruction may have been a blessing in disguise to the Buccaneer Baseball program. Destruction of the baseball dugouts have prompted plans for new and expanded dugout facilities and for a baseball pressbox on the Taylor's Point campus.

1986-1987 SPORTS RECAP

The 1986 edition of MMA football continued the winning tradition of Academy football posting a 5-4-1 record. In 12 of the last 14 seasons, the Bucs have been able to post a plus .500 mark. Twenty seniors made up the heart of another successful MMA team. Looking to the future, Coach Ruggeri is optimistic about the play of Freshman Chris Nardone of Bayshore, N.Y., who took over for an injured Jeff Gorski after 5½ games and finished the season twice being named ECAC Rookie of the Week.

The Buc Soccer Team finished with a 6-9 record against a very difficult schedule. Five MMA opponents were considered or selected for post-season play. The booters have elected Scott Doyle, Jim Loiselle, and John Monticello as their 1987 Tri-Captains. Sophomore Paul Gillis had a great season, and Coach Pacini looks for bigger and better things from the '87 team.

The MMA Tennis Team posted a 3-3 dual match record, one win shy of the best finish in recent history. Senior Doug Mignosa did a fine job as Team Captain, and Junior Scott Travers was a consistent player at No. 1 singles all season.

The Women's Volleyball Team, under the first year leadership of Head Coach LT Fran Fermino and Assistant Coach LT Susan Crosby, demonstrated a competitive spirit all the way, winning three of their 11-match schedule. Seniors Katie Kane and Kelly McGrath provided the leadership and the volleyball skills to keep the team in every match played.

The Cross Country Team was a young group led by Senior Kevin Poyant. Injuries plagued the harriers this fall preventing Coach Paul Phinney from putting his best team on the course in many meets. Dan Lesage, Class of 1989, has been chosen to captain the team next fall.

Freshman Chris Nardone, Bayshore, New York, shows the form that made him twice Conference Rookie of the Week and future Quarterback for MMA.

Soccer Tri-captain-elect Jim Loiselle in game action.

Volleyball Co-captain Kelly McGrath, senior, consults with Head Coach Fran Fermino during a break in game action.

Maureen Connolly and Brian Gosse captained the fall Sailing Team through a difficult schedule under first year Head Coach Tom Tucker. The team made a good many positive strides forward and anticipated improved performances in next fall's racing season.

The 1987 Buccaneer Baseball Team compiled the unlikely record of 3-5-1. A planned Spring Training Cruise combined with a cold wet spring on Cape Cod reduced the normal 37-game schedule to only nine outings. Needless to say, it was a frustrating campaign for Head Coach Bob Corradi and his players who didn't have time to find out how good they might have been. Credit must go to the cadets who practiced indoors throughout February and March in Alumni Gym. Hopes are for the return off a full schedule in 1988.

The MMA Lacrosse Team fared better than baseball with the foul spring weather, taking to the field ten times and finishing with a 6-4 record, one of the best in recent MMA Lacrosse history. Most encouraging for Head Coach Tom Keller was that this was accomplished with only two seniors. The strength of the Buc offense came from Freshman Andy Wilks (Brewster, N.Y.) who tallied 30 goals over the season. The future looks very bright for Coach Keller and the Bucs.

Male and Female Athletes of the Year

This spring, the Massachusetts Maritime Academy Athletic Department honored forty-six senior athletes at the Annual Senior Sports Awards at the Dolphin Inn. Graduating senior athletes were honored by their coaches and presented with team pictures and an afghan imprinted with the Buccaneer logo. The cadets were addressed by Academy President John F. Aylmer and by George Gillis, President of the MMA Alumni Association. The highlight of the evening was the presentation of the Athlete of the Year Awards to Peter Cavassa and Maureen Connolly. The Athletes of the Year are selected by a committee consisting of all MMA head coaches.

Cadet Peter Cavassa from Massapequa, N.Y. was a key member of the football and baseball teams while at MMA. Cavassa had his best effort on the football field as a senior when he led his team and the entire New England Conference in many receiving categories. In ten games, Cavassa caught forty-three passes for a school record, ran 667 yards, and made eight touchdowns. As a junior, he was a catcher and designated hitter on the baseball team and finished the '86 season with a .385 batting average. He was the regular catcher for MMA this spring.

Maureen Connolly, who hails from Buffalo, N.Y., was a member of the Academy Varsity Sailing Team for all four years at MMA and was co-captain of the 1986 fall squad. Her dedication to the sailing program was evidenced not only by her racing successes but also by the many hours logged in practice, upkeep of the boats, and travel to races and regattas all over New England. Cavassa and Connolly will join the select group of past winners of this award which began in 1976.

MMA 1987 Football Schedule

Date	Opponent	Day	Time	Place
Sept. 19	Curry College	Sat.	1:00 P.M.	Home
Sept. 26	Maine Maritime Academy	Sat.	1:00 P.M.	Away
Oct. 3	Nichols College	Sat.	1:00 P.M.	Home (Parents' Day)
Oct. 10	Fitchburg State	Sat.	1:00 P.M.	Away
Oct. 17	Westfield State	Sat.	1:00 P.M.	Home (Homecoming)
Oct. 24	Bridgewater State	Sat.	1:00 P.M.	Home (Cranberry Bowl)
Oct. 31	Framingham State	Sat.	1:00 P.M.	Away
Nov. 7	Worcester State	Sat.	1:00 P.M.	Away

MMA 1987 Soccer Schedule

Date	Opponent	Day	Time	Place
Sept. 16	Salve Regina	Wed.	3:30 P.M.	Home
Sept. 19	U. Mass. - Boston	Sat.	1:00 P.M.	Home
Sept. 21	Anna Maria	Mon.	3:30 P.M.	Away
Sept. 26	Nichols College	Sat.	1:00 P.M.	Home
Sept. 29	Bridgewater State	Tues.	3:30 P.M.	Home
Oct. 1	Wentworth Institute	Thurs.	3:30 P.M.	Home
Oct. 3	S.M.U.	Sat.	1:00 P.M.	Away
Oct. 5	Roger Williams	Mon.	3:30 P.M.	Away
Oct. 7	Westfield State	Wed.	7:00 P.M.	Away
Oct. 10	Rhode Island College	Sat.	1:00 P.M.	Away
Oct. 15	Framingham State	Thurs.	3:30 P.M.	Home
Oct. 17	Curry College	Sat.	10:00 A.M.	Away
Oct. 18	North Adams State	Sun.	1:00 P.M.	Home
Oct. 22	Suffolk University	Thurs.	3:30 P.M.	Home
Oct. 25	Fitchburg State	Sun.	1:00 P.M.	Away
Oct. 28	Worcester State	Wed.	3:30 P.M.	Home
Oct. 31	Salem State	Sat.	1:00 P.M.	Away

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BUZZARDS BAY, MA 02532-1803

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Fall-Winter 1987-88 Volume 1, Number 2

Massachusetts Maritime Academy

BUZZARDS BAY, MA 02532-1803

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The Cover: Aerial view of the Massachusetts Maritime Academy campus on Taylor's Point, Buzzards Bay, Massachusetts. The photo was taken at noontime on October 17, 1987, during Homecoming Day pre-game ceremonies. Many of the hundreds of "homecoming" alumni were impressed to see so many new buildings and high-tech improvements on campus since their last visits to their alma mater.

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The President's Message

Our magazine cover shows something of the beauty of our campus and its setting. Those of us lucky enough to work here enjoy that beauty every day, regardless of season or weather. However, a college is more than its buildings and grounds. It is a place, primarily, of learning. When we think of maritime academies, we immediately think of the merchant marine or perhaps the Navy and Coast Guard. These remain viable options for many of our graduates as they have for scores of other graduating classes. The recent decline in American flag carriers has necessitated a re-examination of our curriculum. One needs only to examine briefly this issue's class notes to appreciate the diversity and versatility present among our alumni. While Marine Engineering and Marine Transportation will remain at the core, concentrations of study are now being offered in business management, fisheries, mechanical engineering, and industrial engineering. We continue to offer quality courses in the humanities and social sciences. We encourage our cadets to make the most of their college education as a first step to a productive life. We instruct them not only in *what* to learn but *how* to learn.

Just as it is the goal of Massachusetts to be the best state in which to live and work, it is MMA's goal to be the best maritime academy—and a first-rate public college.

John F. Aylmer

John F. Aylmer '57
Rear Admiral, USMS

EDITORIAL A Maritime Strategy?

Last year, after a soul-searching effort, the U.S. Navy completed an important project. An unclassified version of the result was published by the U.S. Naval Institute in a document called *The Maritime Strategy*. On the surface, that makes good sense. Every maritime nation should articulate and adhere to a maritime strategy. It makes especially good sense to have something in writing if you are being badgered constantly by critics of the Navy's enviable budget. So that's what the Navy has done! They have reduced to writing the strategic concepts that have been unwritten but understood for years by naval officers.

But wait now! On reading the so-called maritime strategy articulated by the Navy, one discovers that it is not really a maritime strategy but a naval strategy. It addresses our naval forces: ships, submarines, aircraft, and marines and where, when, and how they should be used — a proper naval strategy. But it is curiously and conspicuously silent about the merchant marine.

"Maritime," according to Webster, means a lot more than things "naval." Surely, "naval" is part of it, but "maritime" also includes seagoing commerce. A complete maritime strategy should answer some very important questions. How would America insure an uninterrupted flow of essential goods at sea? What merchant ships would be used? Do we have enough of them?

When the Navy feels we do not have enough Navy ships, the "wheel starts squeaking" and naval ships come down the ways. Who is going to do something about the merchant marine?

In Washington, there is also a Maritime Administration. Doesn't it make sense that the Maritime Administration ought to figure into the business of articulating a national maritime strategy—at least as an equally interested partner? Is there anyone today who truly believes that our merchant marine is adequate? Where is the squeaking wheel?

Earlier this century, a great American wrote wisely on maritime strategy. He was Alfred Thayer Mahan, author, teacher, philosopher, educator, and naval person. He thought some of his greatest thoughts and wrote most of his famous works some sixty miles from Buzzards Bay. His thesis is that a nation that depends on the sea must develop sea power if it is to become successful. He defines sea power as a marriage between the merchant ships that carry the commerce of a nation and the naval ships that are necessary to defend them when and if required. His thesis is still valid today. However, it appears that other major maritime nations of the world have paid more attention to Mahan — America's greatest maritime strategist — than Americans themselves. Look at the Soviet Union, for example. They have developed a huge merchant marine and a huge navy to defend it. For several decades, the U.S. has concentrated primarily on the naval side and has allowed the merchant marine to fall into the role of a stepchild.

The administration in Washington has worked steadfastly to build a 600-ship Navy. I know of no serious minded, responsible American leader who believes that a Navy of that size is too large for the world's leading commercial nation, especially in view of the fact that even at 600 ships, our Navy is not the world's largest.

But where are the merchant ships that our 600-ship Navy is supposed to defend? Yes, we can invade Granada, bomb Libya, and escort Kuwaiti tankers, but without a merchant marine, our industry and economy could be choked to a standstill in time of emergency. Our merchant marine has already shrunk from over 4,000 ships to less than 500.

In the simple logic of Mahan's thesis, the role of the merchant marine can be likened to the historic role of the bride, the procreator and sustainer of life, and the navy can be likened to the groom, the protector and supporter of the family. Our groom has his strategic marching orders but what of the bride? Can she do her part?

Most of America's overseas cargoes are now carried in ships flying the flags of other nations. Would those nations be willing to allow their ships to carry American cargoes during a crisis that they politically oppose? Nations *do* take sides in crises. How many of those foreign flags are the kinds needed to support American troops overseas? Not very many, sad to say!

What's more, when we buy goods that come to us from abroad in foreign ships, we are paying the wages of foreign merchant sailors and building the profits of foreign shipowners who carry those goods. This, instead of hiring the services of American merchant sailors who are being squeezed out of jobs by foreign workers.

The sad state of our merchant marine has unpleasant economic side effects besides loss of employment opportunities. Certainly, it also contributes to the adverse foreign trade deficit, for example. It's simply not good management nor is it good for the economy to allow an industry, any industry, to be taken over and held hostage by other countries.

It is my conviction, with all respect and deference for our naval establishment, that we don't really have a maritime strategy or, to be a little kinder, that we only have half a strategy—the naval half. In fairness, senior officers in the Navy admit that the term is a bit of a misnomer but, no matter, we need a major bipartisan effort to develop a bona-fide maritime strategy that truly recognizes the merchant marine as the fourth arm of defense, which it has been called for years. Sadly, the words, "fourth arm of defense," have become hollow lip-service only. Both our national defense and our economy are hurting because of the condition of our merchant marine. What else must suffer before remedial action is taken? We need a proper, national maritime strategy SOON!

Letters to the Editor and Publisher

Response to the premiere issue was all positive. Dozens of congratulatory letters were received. The following two are representative.

July 13, 1987

Dear Admiral: I have had an opportunity to read the premiere issue of the *Massachusetts Maritime Magazine*. You should be applauded for initiating the publication of such a worthwhile periodical.

Cordially yours,
Silvio O. Conte,
Member of Congress

August 3, 1987

Dear Jack: *Massachusetts Maritime Magazine* is printed to a very high standard and gave me a very good overview of the Academy and what it is trying to accomplish. Please keep us on your mailing list.

Very truly yours,
Dr. Paul Garber, Consul,
Republica de Chile

Dear Admiral: I enjoyed reading your first issue. I can't help but feel that your recruiting efforts would be enhanced if you were able to get NROTC back at the Academy.

Sincerely,
Bob Lebel
Naval Science Instructor
Crystal River, FL

Dear. Mr. Lebel: Bless you! Unfortunately, we have never had a formal NROTC unit here, not that we haven't been trying. Our efforts with the Navy are ongoing.

Warm regards, Ed.

August 6, 1987

Editor: First, why was the word "Academy" left out of your title? My main concern, however, as a mellowed Chief Engineer, is the description of the *Charleston's* propulsion system on page 7 [Spring-Summer, 1987]. Whoever heard of an "oil-driven turbine engine?" I can just hear the famous crusty old Chief Engineer Collin Glencannon bellowing "Bilge water!"

Smooth sailing,
Bill Hefner '45
Scituate, MA

Dear Chief Hefner: We took a vote. Massachusetts Maritime Magazine *rolls off the tongue better and looked better to us in print than* Massachusetts Maritime Academy Magazine. *Where would 3M Company be if they had used their initials MMAM? About* Charleston, *you are certainly correct; she was steam-driven. But the author consciously drew on his right to poetic license as* Charleston *burned oil fuel.*

Warm regards, Ed.

July 16, 1987

Dear Arch: Congratulations! I was interested in the article "A Century of Ships" [Spring-Summer, 1987]. During 1946-1949, I was head of the Deck Department at Maine Maritime. Contrary to the information given on page 7, it's my recollection that Massachusetts and Maine cadets cruised to South America aboard the Maine training ship. Also, in 1948, Maine and Massachusetts cadets embarked on the *American Sailor*, not to proceed through the canal to the West Coast but rather to proceed to Fort Lauderdale. I, as Master, along with a skeleton crew from Maine Maritime, had put the Maritime Commission's *American Mariner* back in commission and made her ready for boarding by all cadets. We proceeded through the Panama Canal to pick up the *Charleston* in San Francisco.

Sincerely,
Captain Milton H. Shaw,
USN (Ret.)
Waltham, MA

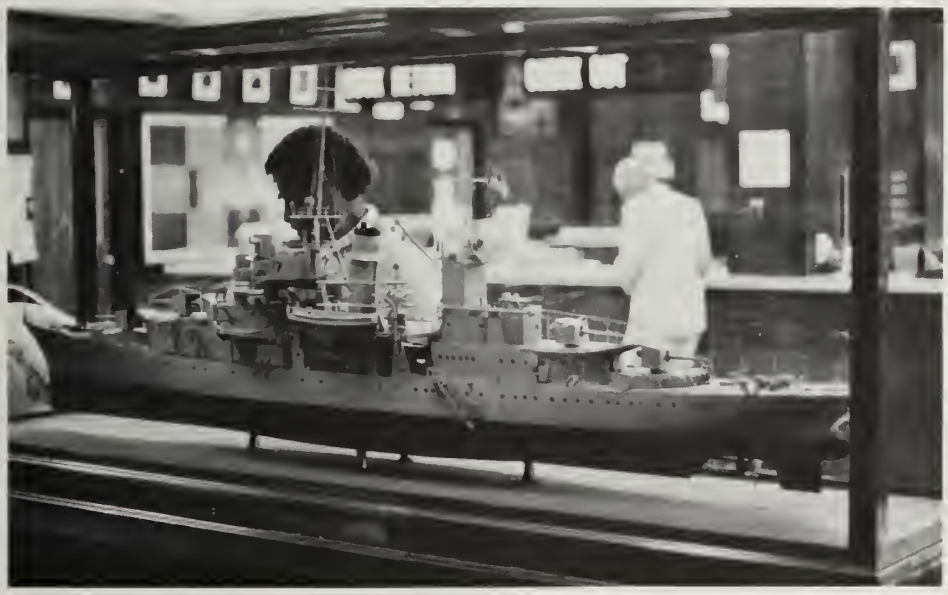
Dear Captain Shaw: Thank you very much for the kind of historical detail that only first-person accounts can provide. Obviously, it was only the wartime cruises that were restricted to Long Island Sound and Chesapeake Bay. About the American Mariner, *you are right, and so was the author. The editor goofed.*

Warm regards, Ed.

July 21, 1987

Dear Sir: The short blurb on the *Charleston* [Spring-Summer, 1987], although accurate, just didn't convey the thoughts of the years I lived on her that have always lingered fresh in my memory. The recollections of sleeping in four-high bunks in the forward compartment that was hot in the summer and cold in the winter, all nicely ventilated by aromas from the abutting head remain vivid to this day. The *Chun*'s gentle roll, in addition to being very relaxing, also produced a chilled-water cooling system to the interior of the ship. Everytime she was in a seaway that put the badly deteriorated and undoggable port holes (that ran the length of the ship below the main deck) under water, a 60-PSI jet of salt water sprayed through the gaskets. The standing water in the compartment, richly mixed with the effluvia produced by a seasick crew, carried a hundred or so shoes with it all moving in consonance with the gentle roll of the *Chun*. The smell of wet wool and soaked leather superimposed over those emanating from the forward head created a unique and unforgettable ambiance. Aside from the shoes, gear adrift wasn't a major problem as the rest of our meager possessions were rolled and stopped and stored away in lockers approximately the size of a household medicine cabinet. The rest, our "hanging gear," was stuffed into the pea coat locker. That was a deep and dark place that posed as a torture chamber or a site of total sovereignty dependent on what class you were in.

Equally memorable were the mess decks and especially on the first night of the cruise. That January departure from Boston, within the North Atlantic's clutches, always involved a few inevitabilities, e.g. the mess cooks struggling down the midship's ladder from the galley with a steam tray could be counted on to fall and spill the contents on the deck. And just as surely, those contents would be spaghetti and meat balls. Even the brave lads who would elect to eat on that night would soon be driven out by the ensuing mayhem and the rantings of the venerable "Sid" standing at his post behind a swaying milk bucket which was secured to the overhead by a piece of nine thread. The stout hearts whose iron stomachs stood by them were, through sheer necessity, consigned to the scullery or were huddled on the main deck amidships with the life boat crew of the watch. They envied the gang on watch in the fire and engine rooms, all warm and dry, unaware of the treat that lay ahead for them when we reached the tropics. Those were the days before "heat stress" had entered our lexicon. Always fair and objective in the assignment of such benefits, everyone soon gained a full share of bilge cleaning, cleaning burners, and scrubbing deck plates with wire brushes and diesel oil under the tropical sun. An especially savored treat was that forty-five minutes of sleep one could snatch between the end of the mid-watch and being rousted out to line up and scrub the teak main deck with sea water and sand. That was the real battle ground that separated the deckies from the snipes. After the hours of back-breaking work required to make that teak gleam, it was another inevitability of life that an engineer on a break would pop out of a hole and leave a track of grease and fuel oil as a testimonial of his disdain for the deck crew. Attitudes soon stiffened under those circumstances.



A $55,000 model of USS *Charleston* on indefinite loan from the U.S. Navy. This is a recent addition in the Hurley Memorial Library where a concentrated effort is underway to establish a museum of models, paintings, memorabilia, and artifacts relative to the Academy, the maritime heritage, and the sea. Have you something you'd like to donate?

Those memories are all intermingled with flashes of standing in line outside of Al Anteen's storeroom seeking health and comfort items, fully convinced that he was cheating us out of the major share of our federal subsidy, of collecting pet roaches, the ever present "turn-to"s, and the daily struggle to avoid the wrath and evil eye of Tricky Dickey and his faithful companion Sid, that master of dispensing weekend-destroying demerits. We carried four movies on each cruise, and we all faithfully showed up on the fantail for each and every showing. After a while, when the sound went out (as it frequently did), we would all chant the dialogue in unison. It didn't take much to amuse us in those days. Our medical needs were catered to by the highly esteemed Dr. Boyle whose major disinfecting agent was the scotch breath that he consistently expelled. On one memorable evening, the doctor was called to tend to a ship's cook who had returned drunk, fallen into the motor whale boat, and split open his head — a fearsome gash. Doc Boyle took a strain and stitched the cook's forehead up so tight that only a few centimeters separated his hairline from his eyebrows. We mercilessly nicknamed the cook "Wolfman."

Our strength was sustained on the *Chun* by what could best be described as a frugal repast. Most of that fare was a monotonous litany of greasy eggs, SOS, jello, fruit cocktail, and the ever-present withered hot dog. Probably the nadir was the meal in which those at the end of the chow line were presented with a can of sardines and one boiled potato smacked down on a greasy tray.

For all that, she was a wonderful ship. Our officer instructors seemed at the time to be Philistines bent on inflicting pain but in reality, as I look back, they were for the most part pretty tough and savvy mariners from the old school. They were characters, but they really knew their business, and during my almost three decades in the Navy, I've reached back toward their teachings on countless occasions. Unenlightened, by modern management practices, they operated on the "levels of misery leadership theory." Simply stated, that was "If you think things are bad now, just fail to do what I tell you, and I will show you how miserable things can really be."

The *Charleston* and the tests and trials she presented for her crew were unique. She was a crucible in which a lot of good sailors were forged.

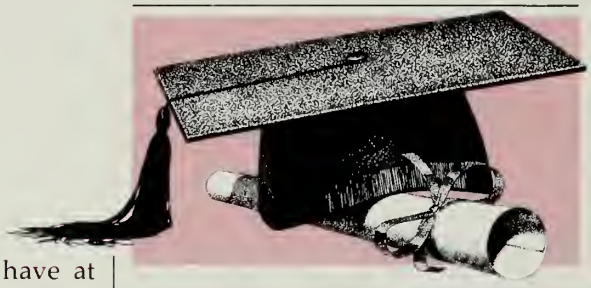
CAPT M.J. Bresnahan, Jr., USNR '59
Seattle, WA

Dear Captain Bresnahan: Come take a ride on the Patriot State, *the newest, largest, and most modern training ship in America. You might enjoy it! But, then again . . . you may have been spoiled by the* Charleston. Ed.

OPPORTUNITY FOR ALL

Financing Higher Education in Massachusetts

by
Governor Michael S. Dukakis



Massachusetts citizens have at their doorstep some of the best colleges and universities in the nation. The extraordinary range of independent and public institutions here provides opportunity to students from all across the country and around the world to pursue their education in a vast array of disciplines. But the riches of our colleges and universities should not be taken for granted.

Our steady, sustained commitment to higher education on the state level is based on the achievements of the past and the hopes of the future. Massachusetts gave birth to the belief that everyone deserves a chance for an education, and Massachusetts nurtured that belief until it became woven into the American fabric. In the past two generations, we have made substantial, historic leaps in the numbers of people who have completed high school and college educations. But our job is by no means finished. For some of our citizens, higher education is still only a hope, and not a reality.

An educated citizenry is the foundation of our economic success. When people across America ask me about the Massachusetts economic miracle, I tell them that it begins with our schools. The diversity of schools — our community colleges, our research universities, extraordinary colleges such as Massachusetts Maritime Academy — gives us a rich intellectual foundation on which to build.

In the last decade, Massachusetts has made great progress in strengthening its public higher education system. In partnership with the Legislature, we have increased funding for our public colleges and universities by nearly 250 percent during that same period, the largest rate of increase in the nation. More dramatically, at a time when the federal government is walking farther away from its traditional support for college scholarships and grants, we have quadrupled state scholarship assistance over the past five years.

> "... the national financial aid policy has been a fickle helpmate, fraught with fits and starts and annual threats of cut-backs."

Finding a way to pay for college is a major stumbling block to many families who want their children to have a good education. For families of low and moderate incomes, the national financial aid policy has been a fickle helpmate, fraught with fits and starts and annual threats of cutbacks. At the same time, middle-income families have watched the costs of higher education spiral as they see their plans besieged by uncertainty.

We have to make a fundamental commitment in this country's future — a commitment that ensures that no youngster who completes high school, is qualified to do college work, and is admitted to college should ever be denied that opportunity because of financial need.

Families who have the ability to save on a long-term basis for their children's education should be encouraged to do so and state governments should help them. There is a new proposal in Massachusetts that will help people who can afford to put money aside for their children's education to become less dependent

The Honorable Michael S. Dukakis is Governor of the Commonwealth of Massachusetts and a Democratic candidate for the 1988 presidential nomination. He has been a supporter of the Academy in several areas, most recently by designating MMA as one of the primary colleges aligned with the marine industry through the Center of Excellence for Marine Sciences. He is pictured here with MMA's president and the four new MMA Trustees whom he appointed earlier this year. *Standing, from left to right:* William C. Kelley, Jr., Arlington, a marketing manager with Raytheon; President John Aylmer; Governor Dukakis; George F. Clark, New Bedford, Business Manager of the International Brotherhood of Electrical Workers, Local 224; Joseph J. Kestenbaum, New Bedford, President of X & K Insurance Agency; and *seated,* Christine M. Griffin, Chelsea, a mechanical engineer with the Food and Drug Administration.

upon the financial aid system. This will mean more financial aid for people who cannot afford to set money aside. The new plan, called the College Opportunity Fund, will be the new foundation to an historic old building: Massachusetts' commitment to expanding educational opportunity.

Other innovations are necessary to ensure that the rising cost of college does not tax our children's futures. For example, I believe that it is possible to devise a simple, efficient, and equitable program, similar to Social Security, which keeps faith with future generations just as Social Security keeps faith between generations.

This program would allow those who need it to be given benefits when they need them and then replenish the fund through income withholding. Such a program would provide a safety net for those not eligible for Pell grants and those not able to participate in or fully cover the costs of tuition through a college opportunity fund. Once established, it would be simple, self-supporting, and self-enforcing and would guarantee the integrity of our college loan program at the same time.

". . . I believe that it is possible to devise a simple, efficient, and equitable program, similar to Social Security. . . ."

In Massachusetts, we understand what excellence in higher education means, and we understand the importance of creating genuine educational opportunity for all. Most of all, we know that to sustain excellence, to expand opportunity, and keep faith with our children's dream of a bright future, we will need to rely on innovation and new approaches in helping families meet the rising costs of higher education. If our state is to continue to set the standard for learning and create economic opportunity for all of its citizens, we must marshall our resources to maintain and strengthen Massachusetts' longstanding commitment to educational opportunity for all.

THE SEA WILL REMAIN

by
Vice Admiral Paul F. McCarthy, U.S. Navy

"We now have arrived at the highly unusual circumstance where the ships of our Navy outnumber those of our merchant fleet."

Vice Admiral Paul F. McCarthy, '54, is pictured delivering the 144th Commencement address at MMA on July 18. This article was adapted from his address. He also received an honorary degree. See page 30.

Units of the U.S. Seventh Fleet, while under the command of the author, Admiral McCarthy, '54, pass through Makassar Strait, Indonesian Archipelago. *U.S.N. photo.*

The embarked Air Wing "at parade" with wings upthrust aboard U.S.S. *John F. Kennedy* **(CV-67) commanded by Captain John A. Moriarty, USN, '59.** *USN photo.*

Too often, the sea is taken for granted.

Throughout history, the oceans have been used as barriers to isolate or to accentuate national boundaries. Yet, man's curiosity, his natural quest to challenge frontiers, and his thirst to improve his standard of living, drove him to the edge of the earth; literally to the end of the seas. There he found no end — but people, their ideas, and their productive outputs. Our forefathers, with their insight and Yankee ingenuity, recognized immediately the vitality of the sea. They came to America by sea and used it for their gain. With clipper ships such as the *Flying Cloud* and the *Red Witch,* they traded for goods and brought these home to the ports of Boston, New York, and Baltimore. Given the whalers from New Bedford and trawlers from Gloucester, the old Yankees could readily taste the abundant economic life that grew in these oceans. As a result of their maritime labors, our country prospered. If we learned anything from history, it tells us that we are a maritime nation. Our economy is heavily dependent on trade. To appreciate this, one need only look at the television, the video-tape recorder, the automobile, and the fuel we consume. However, by turning the looking glass in the other direction, one can immediately recognize that we export a great many products of agriculture, heavy industry, high technology, and medical equipment to places far away.

Trade, by the very nature of economics, travels by sea. While people travel by air, tons travel on the oceans' surface for it is the most inexpensive way for large quantities and bulk goods to move. As we look toward the future, there is no technical breakthrough in sight which will change this *modus operandi.*

Our economy is an interdependent one. Because of this, we will continue to be trade reliant. A recent analysis that casts an eye toward the future was developed in a series of articles late last year concerning our relationship with nations of the Pacific rim. One article in *Time* magazine made the statement that by the year 2,000, thirty percent (30%) of our gross national product would be derived from our commerce with nations of the Pacific littoral. That figure is an extraordinary one, but oddly enough, it underpins the continuing economic interdependence seen in the world today. For the future, the sea will remain.

Today, our nation faces an unusual paradox. At the end of 1945, our merchant flag flew from forty-four percent (44%) of the world's ships. Now that figure is less than four percent (4%). Yet, by any measure, we are the world's leading trader. Because of the sophisticated standard of living that we now enjoy, no other nation develops the volume of imports and exports that we Americans do, but our trade, unfortunately, is carried in foreign bottoms. We now have arrived at the highly unusual circumstance where the ships of our Navy outnumber those of our merchant fleet.

To a large extent, it has been our own technical and social excellence that has driven the United States to the position it is in. We build excellent ships but at higher costs. Our increased safety requirements make our vessels more reliable yet more expensive. We require higher qualification standards for our crews, but this also increases the costs. Our ships today are bigger, carry more, and are heavily containerized, but they are not cheaper. The crews that man our ships enjoy the world's highest

MMA's training ship, *Patriot State*, is one of over 90 ships of the U.S. Navy's Ready Reserve Force available for national emergency use on five-day notice.

wages. For all the reverse reasons, the cost of shipping throughout the world is less than ours.

During the past decade, the government has attempted to arrest these fortunes. From 1982 until this year's end, the United States Navy has spent more than five billion dollars on commercial ship construction and conversion. Thirteen billion dollars have been paid to the private sector for operations and maintenance of ships. Ironically enough, we in the United States operate the largest shipping organization in the world — the Military Sealift Command composed of 128 ships with an additional forty-three (43) under contract today. In addition, our country maintains a Ready Reserve Force of over ninety (90) ships with projections of growth to 120 vessels during the next half decade.

Unfortunately, this infusion of dollars in addition to current subsidies has not been enough to deter the ebbing tide. The marketplace has been working against this arrangement. Because costs are significantly less overseas, many American corporations or their subsidiaries register their vessels under foreign flags such as Panama, Liberia, or Honduras. This business arrangement effectively has polarized the efforts of government and big business. Recent efforts to pass cargo preference legislation were an example of this polarization. Big business was against it. The legislation failed.

Some people recommend an even greater involvement of government in manipulating the commercial market. In the past, this has been done through any number of schemes. Unfortunately, these types of measures tend to treat the symptom rather than the problem. In attempting to finesse a quasi-free trade agreement, I am reminded of the quote by Lord Thomas Macaulay, a British author and historian, who wrote ". . . free trade, one of the great blessings which a government can confer on a people, . . . is in almost every country unpopular."

In the final analysis, it will be the marketplace that determines who builds ships and who sails them, but the sea will not disappear. More importantly, the necessity for the unencumbered use of the sea will become more paramount for now, more than ever before; we Americans can not

☆ THE NAVY CONNECTION ☆

Mass. Maritime and the U.S. Navy have always had close ties. The Academy has been training officers for the Navy since the very beginning. Thousands of graduates have received naval commissions. They have fought in every war since the Spanish-American War. Hundreds are serving in today's navy and naval reserve. Many have risen to senior rank — admirals, captains, commanders — and there are currently two three-star admirals at the top Washington echelons: Vice Admiral Walter T. Piotti '56, Commander, Military Sealift Command and the author. MMA's naval science program continues to prepare interested cadets for service in the Navy's surface, air, sub-surface, and specialty branches.

afford to lose our economic arteries through the oceans. Necessity says that we need the free and unrestricted use of the oceans.

Our citizenry tends to under-appreciate history. Ocean borne commerce flying the American flag has been the lifeblood of our nation since its very establishment. We have, since our earliest beginnings, confronted forcefully piracy and intimidation to our shipping on the high seas. At the turn of the nineteenth century, we faced down the Barbary pirates off the coast of what is now Libya. In this century, we twice faced the challenge of German U-boats to neutral shipping.

Today, in the Persian Gulf, ships flying the American flag face the challenge of attack. As a seaman, I find it very interesting that in the Persian Gulf, the very pronounced trend away from the American flag to flags of convenience has been reversed. This message says that we Americans have been highly successful in defending our interests at sea — so much so, in fact, that other nations now actively seek our protection. For having lost our commercial seaborne competitive edge, what we cannot do is lose control of the oceanic economic avenues that serve this great nation. These we must maintain!

(Continued on page 10)

Liberian youth poses with his wriggling, reluctant dinner, an anteater.

Close Encounter with Heritage

by Dr. Joyce H. Scott

Countee Cullen, the famous Harlem Renaissance poet, asked himself questions some six decades ago in his poem *Heritage*, as he wondered about the vast and ancient continent of his ancestors. I, like Cullen and countless other African-Americans fascinated by a sense of longing to know the land of their origin, had often asked questions of my own about Africa. My big opportunity for answers came last summer when I was awarded a Fulbright scholarship to spend the summer studying and traveling in three West African countries: Liberia, Sierra Leone, and Senegal. What I experienced was a "close encounter" of the most important kind — the ancient and the modern, the strange and the familiar, complexity and simplicity, some answers and many more questions.

After a short visit to Kenya in 1985 for the United Nations' Forum '85 International Conference on Women of the World, I was all the more eager for this trip which would provide me with time to do a more in-depth study of the cultures of the three West African countries. So, with an open mind, two bags of luggage, notebooks, malaria pills, and two months' supply of vitamins, I set out with thirteen other academicians from across the United States for Africa in late June.

Our first and longest stop was Liberia, Africa's oldest independent republic. Located only eight degrees from the equator, Liberia is mostly tropical rain forest and is warm all year round, and at the time I was there, the country was in the midst of the rainy season. It was founded by black American settlers under the auspices of the American Colonization Society, established to resettle freed American slaves on their original continent. The American traveler is reminded constantly of home in Liberia. There are towns that bear names like Georgia, Louisiana, and Virginia. Because of this background, there have always been close ties between the country of Liberia and the United States.

There is also an important merchant marine connection. For years, many American ship owners have flagged their ships with Liberian flags of convenience, making the Liberian fleet one of the world's largest. Many MMA alumni have sailed on Liberian flag vessels and Liberian students attend MMA.

In fact, I found the city of Monrovia, in particular, to be quite Americanized. Yet, even this has its drawbacks. As a result of modernization, Monrovia boasts all the goods and ills of urbanization — hotels, nightclubs, bars, and beach resorts along with rogues and poverty stricken slums like Westpoint. While English is the state language, Liberians come from fourteen different tribal groups and speak a total of seventeen different languages. Downtown Monrovia is a bustle of languages and of market women and children carrying on their heads huge baskets full of all sorts of goodies. In a country whose economy is very fragile, it seemed that even the smallest child was an entrepreneur and, of course, no African market trip is complete without a customary "haggling" over prices. No merchant actually expects to get the first price quoted; therefore, the whole shopping adventure, from the minute the shopper selects an item to the moment she/he hands over the money, resembles some carefully-orchestrated ritual which even a Filene's basement encounter could not match.

One finds that the Liberians tend to

> "What is Africa
> to me:
> Copper sun or
> scarlet sea,
> Jungle star or
> jungle track, . . .
> Spicy grove,
> cinnamon tree,
> What is Africa
> to me?"
>
> *Countee Cullen*

enjoy formalities, thus we — the "visiting American professors" as we became known — were inundated with official receptions, from evenings with the U.S. ambassador and university faculty to cabinet ministers and Vice President Harry Moniba who met us on behalf of President Doe. While these events were quite beneficial, in that they provided contacts for getting the research information we needed for our various projects, it was the several occasions to meet and chat with everyday people that I most enjoyed. In particular, I formed a great attachment to a venerable old Liberian author, poet, philosopher, and cultural historian by the name of Bai T. Moore who is trying single-handedly to collect and to preserve the Vai language and culture. During his research, he has found numerous little boxes containing written records that Vai traders kept of their transactions with Europeans from the early 19th century.

The Vai script was developed in the 1930's by one Duala Bukele, a visionary who, like the Cherokee Sequoia, claimed to have received the script in a dream. Bai T. has been able to determine that the script is based upon five geometric symbols. Needless to say that with my particular interest in the literature and oral tradition of the country, I spent many hours listening to this wise old *griot* (oral historian).

Our studies took us all the way across Liberia. On the cross-country trek, we stopped at several villages to get an idea of what life was like in the Liberian hinterlands. Many of the people in these areas live much as their ancestors lived hundreds of years ago. I was especially fascinated by the traditional educational system which is still in use in many parts of Liberia as well as in many other countries of West Africa. The training occurs in traditional secret societies, one for men and one for women. Youngsters are taken into the "bush" away from their homes for a number of years and taught basic leadership skills in addition to hunting, fishing, basket-making, farming, and — for the girls — care of the home. Elder men and women of these societies lead the schools and play very important roles in the local communities. At one of our stops, Besao Village, we were entertained by the girls and boys from the "poro" and "sande" societies after being welcomed by the clan chief in the traditional manner with kola nuts and palm wine, which only the hardiest among us dared sample.

A village paramount chief extends traditional welcome to author in Northern Province, Sierra Leone.

Author Scott traces her heritage to Goree Island, the infamous slave-trading port.

> "... it is a continent that testifies to the timelessness of humankind. ..."

As in most developing countries, the educational system in Liberia has yet to conform to the increasing demands of the growing school age population. The problems of insufficient numbers of trained teachers, inadequate educational infrastructures and poor school facilities continue to plague the educational system. Teacher salaries are extremely low and, at the time of my July visit, they were just getting their May paychecks.

What stands out most, when I think of my experience there, is the high level of optimism which the people seem to hold. They seemed to have a great belief in the young, as evidenced by the large numbers of them who held ministerial and university posts; even at the village level, I was often surprised to see what appeared to be a teen-aged town chief.

After an unforgettable homestay, sharing daily life and friendship with a Liberian family, our tour moved on to beautiful and exquisite Sierra Leone. Its name is Portuguese meaning "mountains of the lion." This country, like Liberia, was founded by former slaves, mostly from Nova Scotia, and from slave ships seized by the British after slavery was outlawed on the high seas. The current Sierra Leoneans are very proud and friendly people who come from many ethnic groups. English is the official language, but Crio, a unique language originated by the diverse tribal groups which originally settled the Freetown (capital) area, is the lingua franca of the entire country.

The lecture portion of our study tour was held at a major university of Sierra Leone, Fourah Bay University College. While most of our stay was in Freetown, we were able to include a trip to the northern province and a visit with a paramount chief and other traditional village leaders. As in Liberia, we were welcomed with the customary kola nuts and palm wine. The curious mixture of the modern and the ancient became even more strikingly evident here in the fact that

the paramount chief was elected by popular vote and was also a school teacher. For us Americans, this certainly served to dispel some of the movie and TV myths about what African villages are like.

The striking beauty of Sierra Leone, which so impressed the explorers some 500 years ago, today attracts large numbers of foreign tourists from all over the world. A majestic range of forested hills provide the backdrop for the magnificent unspoiled white sandy beaches. Yet like Liberia, Sierra Leone has many problems with its economy and its education system, which cannot meet the needs of the population.

For me, the most outstanding features of the country are its rich folklore, cultural diversity, and oral tradition, and I spent quite a lot of time rummaging through boxes at a small cultural restoration project run by Germans as I was looking for books written in both Crio and English.

On the way to our final stop, Senegal, we had a brief layover in The Gambia, most recently known as the homeland of Alex Haley's ancestor, Kunta Kinte. This small country is almost completely surrounded by Senegal. Senegal itself is a country noted for its rich and sometimes violent history, and it was for me and other Afro-Americans in the group an emotional encounter with our ancestral past through the Goree Island connection. This Senegalese island lies just outside the capital, Dakar. It was from Goree Island that thousands of Africans were shipped to the Americas in the 18th and 19th centuries.

Modern Senegal is a country of friendly and outgoing people, among whom the tall and stately Wolof are renowned. It is a particularly important country as far as the U.S. is concerned because of its democratic form of government and friendly disposition toward Americans. Although

Senegalese Muslims purchasing their ceremonial sacrificial rams.

the state language and education are French, new thrusts in education favor English as a mandatory language in the school curriculum because of the country's desire to upgrade education to include more technological and vocational emphasis.

Like Liberia and Sierra Leone, Senegal's economy depends on agriculture, principally peanuts. Because of its location in the Sahel, Senegal constantly is at risk to drought as a result of the ever-encroaching desert. This country, like so many, is plagued by urban drift, which has required the government to undertake housing projects in suburban Dakar to accommodate the influx of herders and farmers.

Dakar itself is an adventure in international living. It is a sprawling cosmopolis made up of many indigenous ethnic groups from neighboring countries as well as Europeans, tourists, and merchants, local and foreign. It was on one of my marketing tours around Goree Island that I met a Mauritanian family with whom I spent the religious holiday of Tabaski. This is a day on which Senegalese, who are 90% Muslim, commemorate the sacrifice of Abraham by going for prayer at the great mosque and by killing a ram for a family feast afterwards.

All too soon, it seemed, the time arrived to face the onslaught of passengers scrambling for the Air Afrique flight back to New York. Yet my "encounter" is not one which I am likely to soon forget. I don't know if Countee Cullen ever found answers to his questions of "What is Africa to [him]?" As for me, it is a continent that testifies to the timelessness of humankind; it boasts both the wisdom of the ancients and trials of the modern struggle to join and to keep pace with the 20th century. It is an inextricable part of my heritage — of mine and of all America's.

Associate Professor and Fulbright Scholar **Joyce H. Scott** earned her B.S. and M.A. at Northeastern University and her D.Ed. at Boston University. Dr. Scott teaches English and literature. Before coming to MMA in 1980, she was at Georgia State University. She is a dedicated researcher and writer and has published a book, essays, and articles.

McCarthy *(Continued from page 7)*

Today our country is in a period of industrial transition. Many of our heavy industries such as steel, automobiles, and chemicals, in addition to our maritime industry, are faced with difficult external competition, rising costs, and dramatically changing technology. Even if it were possible, the hands of time will not permit us to resuscitate the past. We cannot look back. Those who hope for that will be sadly disappointed. However, while there are clouds on the horizon, there is also a ray of light.

Although the oceans have been with us since the beginning of time, it has only been in the last few decades that we literally have gone beyond the surface in exploration for oil, sea bed mining, and hydrothermal power in addition to sea farming. These are things of recent vintage, but they are the type of frontiers requiring imagination, technology, perseverance, and education if we are to succeed in harnessing all of the ocean and not just the surface layer. These are the types of challenges that we must strive to conquer. In these efforts, the key to conquering the highest frontier, meeting the strongest challenge, and achieving every success is, as it always has been, the individual, his performance and determination, his courage and persistence.

Massachusetts Maritime Academy is known the world over for maritime excellence. Those who know the sea know the school. It has been my generation of graduates along with others before that has established and maintained freedom of the seas in an era of instability and violent peace. But, it is this generation of graduates that will determine the resurgence of this country's economic vitality with respect to the sea, a very weighty responsibility, but it brings with it enormous opportunity.

In any case, fair wind or foul, the sea will remain.

Professor David Kan at his labor of love.

THE LONG MARCH OF KAN

The Chinese made famous — or infamous — the term "The Long March." Professor David Kan maintained that tradition with a long march of his own.

A war child born during the Sino-Japanese war, Kan started his march in Minyang, a small town near Chungking, where he was born. His father was a banker with Chiang Kaishek's nationalist government's Central Bank. Kan characterizes that bank as a "gypsy bank" like the "gypsy government" it served. He remembers his childhood as the life of a gypsy. As the invading Japanese advanced, the bank and its money were the first to head for safer ground with the government following right behind keeping one step ahead of the Japanese.

As a result, the Kan family lived all over China. David recalls abrupt moves and sitting in airplanes and trains amidst stacks of money piled everywhere interspersed with armed guards.

After the war, the Kan family settled in Shanghai, the ancestral home, and David now reminisces about that place as his Chinese home—more than the others. But the march was not over. Mao Tsetung and his communist revolutionaries were approaching from the northwest. Kan's father, like other top officials of Chiang Kaishek's government, was in imminent personal danger. The government officials fled the mainland for Taiwan. It was his mother's lot to get the five children with all they could carry out of the country. This she did by way of Hong Kong, and the family was reunited in Taiwan in 1950.

David's adolescent years were spent in Taipei. He was accepted at the Taiwan Maritime College. From 1960-1964, he majored in fishery technology, earned his merchant marine third mate's license, and graduated. Like the cadets at MMA, the Chinese students served 180 days of training on the high seas. David was assigned to a bottom trawler.

Those were memorable days—days that were to set his life's pattern. Fishing is much better along the mainland Chinese coast than on the coast of Taiwan. So the fishermen

Young David Kan at the beginning of a long march.

would inch their way ever closer to the communist shore, even to within range of shore batteries, because that's where the fish were. Kan recalls being strafed by machine guns and narrowly avoiding being captured by communist warships. And there was the typhoon. True to form, that's when the bilge pump broke down and only a bucket brigade saved the leaking trawler.

Powerful were the impressions. But most of all, Kan remembers fondly — almost reverently — the friendliness, the helpfulness, and the professionalism of those Chinese fishermen. Although they had no formal training and couldn't even write their own names, they were experts. Kan wanted more. He read everything he could find on fishery technology and oceanography. He knew that upon graduation, he would have exhausted the learning opportunities in Taiwan. So, when he came across a U.S. government-distributed booklet on oceanography programs in the U.S., he made up his mind to resume his already long march eastward.

After an obligatory year in the Chinese navy, money was borrowed and David matriculated at Humboldt

Faculty

State University in California. He moonlighted as a watch repairman and summered as a porter in a Reno casino. He earned his B.S. in oceanography in two years, many credits being transferable from the Chinese Maritime College. Then good fortune smiled with a research assistantship at Texas A&M. He marched off to College Station where he earned his M.S. and Ph.D. in oceanography.

In 1972, he continued his grand trek eastward, this time to Massachusetts where he rose to full professorship at MMA in 1980.

David is a go-getter. As Director of the Marine Fisheries Program for the last ten years, he has been the prime mover in obtaining over $600,000 in federal and state grants to build his program. But when asked, "What was the most interesting course you have taught?", he replies, "Terrestrial Navigation. About six years ago, the Academy was shorthanded and asked me to teach a section. It had been almost 20 years since my college navigation days, the students were hungry, and they almost worked me to death!"

Dr. Kan lives in North Falmouth with his wife and two children. His wife is also from Shanghai, but they met in Texas. When comparing notes, they found that both sets of parents had known one another in China. His parents, two brothers, and two sisters have since migrated to the U.S. Kan became a U.S. citizen during the nationwide swearing-in ceremony during the 1976 bicentennial.

Not a day goes by that Kan doesn't count his blessings. During a trip to China not long ago, he visited with the few of his relatives that remained on the mainland and survived the cultural revolution. They had the equivalent of eighth-grade educations and were earning about $15 a month. David Kan thinks about those Chinese fishermen who taught him to love their trade and who motivated him to adopt it as his own labor of love — one that he has relentlessly pursued. Is your long march over, David Kan? *Ed.*

TAKE A "FISHING LESSON" AT MMA

by David L. Kan

Research Vessel *Edgerton* underway in the Cape Cod Canal.

Commercial fishermen often are thought of as today's "buffalo hunters." They reminisce about their adventures on the high seas in much the same way as modern day romantics characterize the wild west during frontier days. Then there are the weekend boating and fishing enthusiasts who cannot refuse the relentless calling from the ocean. If you are like most of these seafarers, you probably have learned what you know about boating and fishing in a haphazard fashion. You have relied heavily on the kindness of friends, relatives, and strangers and on the advice taken from books and magazines. You have learned the rudiments of navigation by the "grounding" method. Through years of trial and error, you have been frustrated with and have agonized over working with sophisticated electronics and fishing gear.

Things do not have to be that way. Workshops in the Fisheries Program at Massachusetts Maritime Academy will help you. There are over fifty (one- to five-day) workshops from which to choose. Areas of interest include marine engineering, navigation, marine electronics, marine science, and business management. By taking weekend workshops at MMA, one can learn about diesel engines, loran, radar, fish finders, personal computers, lobstering, oceanography, cold water survival, and cardio-pulmonary resuscitation among other things. For those who would like to compare notes with fellow sportsmen and industry experts, informal saltwater fishing and surf fishing conferences are planned. Workshops are conducted by MMA staff, fishermen, and industrial experts. Most of these workshops and seminars are offered on weekends during the winter months. The fee is very reasonable at fifteen dollars a day. One recent workshop participant commented, "Seven hours instruction and a meal—can't go wrong." Most of the workshops are a combination of lecture and hands-on instruction. For those who like boating and fishing, this may be the best winter "workout" before next season's encounter with the ocean. Fourteen hundred fishermen, sportsmen, and boaters did just that this year at MMA. A catalog of courses is available from the Fisheries Division at MMA.

For cadets, the Academy offers a six-course "Fisheries Concentration." This concentration is taught by Professor Dennis Sabo and the writer. Cadets can select courses in aquaculture, seafood technology, fisheries technology, fisheries management, marine biology, and ichthyology. Next year, the Academy will be the first maritime institution to graduate Coast-Guard-licensed merchant marine officers with formal preparation also to enter the fishing industry.

The Research Vessel *Edgerton*, named after the famous marine scientist, educator, and industrialist, Dr. Harold Edgerton of MIT, has seen an extensive $100,000 remodeling under the watchful eye of Captain Edward Bruce, a long-time highliner out of New Bedford. This half-million dollar 68-foot vessel rivals any commercial stern trawler on the east coast in electronics and deck equipment. This vessel is MMA's prime seagoing training platform for students in fisheries courses. The R.V. *Edgerton* also provides services to researchers from MIT, MMA, and Woods Hole Oceanographic Institution in furthering the understanding of the ocean.

An extensive array of electronic equipment, including full-ship and radar simulators, is housed in the Harrington Building. This past June, $100,000 was invested in fishery simulation equipment, i.e. fish finders, radars, and loran receivers for small and large vessels in order to provide hands-on training to cadets and workshop participants. The centerpiece of the installation is a fishing simulator which was built in England. It can simulate pair trawling, bottom trawling, and mid-water trawling with realistic controls just as in actual operations. This fishing simulator is the first and only one available in the western hemisphere, a major plus for MMA.

One question that is asked often about the Fisheries Program is "Where does the money come from?" The Fisheries Program was started with Commonwealth and federal grants. First, an elective program for cadets was initiated in 1972. From 1976 to the present time, the MIT Sea Grant Program has provided monies for developing many innovations in delivering fisheries-related information, not only to cadets but also to fishermen and other interested persons. In 1978, the Commonwealth approved an Act to name MMA as the Fisheries Education Center for Massachusetts. The Board of Regents of Higher Education budgets $100,000 per year for this program, which has been growing and improving steadily.

The program is managed by the writer, assisted by Mrs. Linda MacGregor and Captain Edward Bruce. Many temporary staff and instructors from MMA and outside industries have contributed to help make this program run smoothly. With over 1,400 participants in 1987, just keeping up with telephone requests, mailings, and administrative tasks keeps the staff very busy. Moreover, with the MMA Fisheries Program growing as it is, no doubt things will become even busier, which is just exactly the way we like it.

The author, Patrick Modic, *left*, with two students, 1 C Jeffrey Hagopian of Chelmsford, MA and 1 C Graham Gourlay of Cairns, Australia, aboard *Ranger*.

Education with a "Big Boat" Feel

Lieutenant Commander Patrick Modic

"Learning by doing" is an axiom generally accepted in the field of education. Massachusetts Maritime Academy is committed to the principle of hands-on training. The Academy offers state-of-the-art simulator training in radar, diesel-plant operation, tanker liquid loading and, most recently acquired, a full-visual-bridge simulator. Complementing the simulation training is the "real-time" training aboard the training vessel *Ranger*.

Built by Steiner Shipyard in Louisiana in 1982, the training vessel *Ranger** was designed to serve the offshore oil industry as a rescue boat. Due to the depressed Gulf oil industry, the *Ranger* was never employed in the industry for which she was built. The vessel was offered to Massachusetts Maritime Academy and was purchased with Academy trust funds and added to the Academy fleet in the fall of 1985.

By virtue of her size and her systems configuration, the *Ranger* is an excellent platform for cadet training. She is a steel-hulled, twin-screw vessel with the superstructure aft. With a length of eighty-feet overall, a beam of twenty-four feet, and a design draft of eight feet, the vessel is large enough for a "big-boat" feel but small enough for safe cadet operation. The *Ranger* has two main-drive diesels, two diesel generators, associated fuel systems, a dedicated ballast system, hydraulic steering, and pneumatic controls.

The vessel was originally designed for one-man operation. All the electronic navigation aids, steering and throttle controls are clustered about a central console in the pilothouse. This configuration grossly limited the number of cadets who could be assigned meaningful training tasks.

During the fall semester of 1986, the existing crew lounge abaft the pilothouse was retrofitted into a full-scale chart room. The conversion was done "in-house" utilizing Academy staff skills and labor. The original navigation suit stands alone for the use of the craft master. The new cadet chart room is fitted with its own three-centimeter radar, a Loran C receiver, a depth sounder, and a gyro compass driving a steering repeater and two bearing repeaters, one on each wing of the bridge.

Training Vessel *Ranger* maneuvering with students at the controls in Buzzards Bay.

Although the training vessel *Patriot State* is the centerpiece of the Academy's training program, there are many training tasks for which the *Ranger* is better suited. The sheer number of cadets versus the finite training equipment aboard the *Patriot State*, and the safety considerations of steaming a large deep-draft vessel in restricted waters detracts from the quality of piloting and shiphandling evolutions effected during the two-month training cruise. Further, the *Ranger* training is tailored to fit existing lab programs in navigation and seamanship.

As an adjunct to the bridge simulator, the cadet now has a unique opportunity to make a transit from the Academy to the state pier in New Bedford in the bridge simulator one week, followed by a "real-time" transit aboard the *Ranger* the following week. Skills learned on the bridge simulator ashore are practiced and put to a real-life test afloat.

The *Ranger* is used to train deck cadets in operator skills like plant line-up, start-up, and securing. These skills are sought in today's industry where there exists a need for licensed operators aboard small inspected vessels with reduced manning scales.

Multiple dock/undock evolutions can be executed within a four-hour lab allowing cadets to exercise techniques learned in lecture and skills developed in simulation. Reasonable experimentation with engines and working lines in maneuvering alongside a berth are encouraged as part of the learning process.

Full visual and low visibility navigation transits are designed in conjunction with the bridge simulator to build skill levels, to enhance good navigation techniques, and to demonstrate the inherent strengths and weaknesses of the navigation aids fitted aboard the vessel.

The *Ranger* is also being utilized to support Academy recruiting efforts. In December of 1986, crewed by volunteer members of the Departments of Marine Transportation and Engineering and the members of the Cadet Corps, the *Ranger* made a trip to New London, Connecticut, for the purpose of holding an open house.

At present, *Ranger* is being used both as a part-task trainer and a team trainer. It has been integrated into the existing academic programs of all four classes. The *Ranger* meets training needs for which the *Patriot State* is not well or economically suited. With a winter cruise aboard *Patriot State*, *Ranger* affords cadets two semesters per year of safe operating conditions. Since the *Ranger* arrived at the Academy, with each successive year there has been an increase in training hours afloat provided to the Massachusetts Maritime Cadet.

* *Ranger*'s original name was *Beacon Fleet 201*. She was renamed by MMA. *Ranger* was the name of the Academy's second training ship, later renamed *Nantucket*. Ed.

Patrick J. Modic is an associate professor in the Department of Marine Transportation, specializing in piloting, marine safety, and small vessel training. After graduating from Kings Point, he sailed with Exxon Company, U.S.A., until joining the MMA faculty in June, 1982. A Master Mariner, Captain Modic sails as Relief Master during his summer leave period.

CADET TRUSTEE STEPHEN HRYSHCHYSHYN

Cadet 2/C Stephen Hryshchyshyn hails from Flourtown, Pennsylvania, and is a member of the Class of 1989. He has established an outstanding record of achievement in just two years at MMA. He stands in the top five percent of his class of marine engineers having earned a slot on the President's list every semester. Stephen was chairman of the St. Jude's charity fundraiser and set a campus record of $3,200 for the Children's Hospital. He served as Class Treasurer and as Class President before being elected to his current position as Student Trustee. Stephen is a ''take charge'' person — a real Academy asset.

SAVE OUR SHIP

by Cadet Trustee
Stephen Hryshchyshyn

During this past summer's Congressional session, a strong effort was made by Congressman Rogers of Kentucky to reduce the Federal Government's financial responsibilities to the various state maritime academies with regard to their training vessels. In my capacity as Student Trustee at this Academy as well as that of being a cadet, this movement in Congress alarmed me and has left me with a feeling of deep concern ever since.

Through an amendment to a supplemental federal budget bill, a plan was proposed that called for the three East Coast academies (Massachusetts, Maine, and New York) to share one training vessel. In addition, California and Texas would find themselves sharing a training vessel, also. This is in sharp contrast to the current use of five training ships, one at each state academy. Fortunately, the amendment was ruled out of order and failed upon a point of order, thanks to the intervention of Congressman Studds of Massachusetts.

This was only a temporary victory, not substantive. I am afraid that this issue of ship-sharing will continue to loom over our heads until one of two things happens: 1) the matter of ship-sharing is resolved in some form acceptable to the parties concerned or 2) the federal budget is balanced and Congress is no longer concerned with painful budget decisions. It is fairly safe to conclude that the latter will not take place for some time. So it is up to MARAD, the state academies, and the proponents of ship-sharing to resolve this matter. It does not appear that the proponents will allow this issue to pass by unsettled. According to the July 1, 1987, issue of the *Congressional Record*, we ''. . . have been warned by ship-sharing proponents that they will be persistent on the issue.''

The impact of ship-sharing must be viewed in two major categories: financial costs and the quality of education of the cadets. The allegation by ship-sharing supporters (that there would be financial savings) needs to be examined and studied. In this examination, an important point to be considered is the free cadet labor that would be lost. The plan calls for ''. . . MARAD to pay the cost of ship relocation, voyage repairs, annual maintenance requirements, and transportation costs for academy training staff, crew, and cadets. Ship painting and other daily maintenance work would have to be paid for at market rates to non-cadet workers.'' It is almost certain that there would be many other hidden costs, and they need to be identified and considered in this study before blindly submitting to a plan such as ship-sharing.

More important are the safety and education problems that would arise from ship-sharing. Yard maintenance, inspections, and cruises would not permit the ship to be at each campus for adequate periods of time to safely orient cadets. The proposed plan calls for the ship to be at each of the three academies for only thirteen weeks per year, nine of those weeks to be underway. Our most important laboratory for training essentially would be lost.

Students

From several points of view (educational, practical training, and safety), all the fundamentals of operating the various ship systems need to be completely understood by cadets before getting underway on the annual training cruise. It is quite possible that ship-sharing proponents do not understand the difficult learning environment in the engine room while underway. The noises, vibrations, and an ambient temperature that can reach 120° Fahrenheit make for a difficult atmosphere in which to learn fundamentals. Poor weather can create problems for deck training. It is much easier and more practicable to learn fundamentals when the ship is at dockside. Then the annual cruise can be the time to consolidate and orchestrate the fundamentals learned and to concentrate on operating the ship from a macro view.

The 1986-1987 academic year saw the *Patriot State* away from the Academy longer than expected due to an extended shipyard period. As a result, while she was away, the cadets missed some shipboard labs which hindered classroom sessions. I am convinced from this experience that ship-sharing would not allow the cadets the necessary time onboard to adequately learn the ship's systems. Other problems would arise if the shared ship incurred an extended shipyard period which happens all too frequently. Graduation, licensing, and rescheduling of already time-sensitive cruise itineraries would all become problems for which the proponents of ship-sharing seem to have little or no concern.

If ship-sharing occurs, important evolutions such as mini-cruises could not take place. These three- to four-day mini-cruises, such as the recent one to Boston, allow the cadets to operate the ship during the academic semesters. These bonuses can be highly productive, thought-provoking experiences which benefit the cadets by giving them hands-on experience while concurrently studying the material in-depth in the classroom. Mini-cruises can only take place if the ship is available during the academic semester.

In conclusion, it is imperative that we save our ship so that the mission of this Academy — to offer young men and women of sincere ambition an education that will qualify them to become officers in the United States Merchant Marine — is upheld in the century-old tradition of excellence that our Academy has built.

Joseph P. Kennedy once said, "You can have a merchant marine with first-class men even if they sail second-class ships, but second-class men can't be trusted on the finest ships afloat." With that in mind, we must see to it that academies keep their own ships to ensure that we can continue to have the finest trained seagoing men and women.

CADET 1/C KATHLEEN M. KANE

"Non-traditional" in her background, Kathleen M. Kane came thousands of miles to Massachusetts Maritime Academy and started her freshman year older than most of the seniors and with rusty academic skills. Conscientious and methodical, Katy had to work much harder than most cadets. Through perseverance, hard work, and dedication to her goals, she distinguished herself as an outstanding cadet admired by the faculty, staff, and fellow cadets for both her personal achievements and her willingness to help others. An example of this respect was demonstrated not long ago when the entire Regiment saved thousands of bottles and cans, redeemed them for the deposit money, and presented Katy with airline tickets home to Seattle for vacation.

Having just completed four years of my life at Massachusetts Maritime Academy, I am thoroughly convinced that I've obtained the best nautical education available to me in the United States. I came here to get my Unlimited Third Mate's License, and I got it — but with it, I got much more.

First of all, by way of an introduction, I'm 28 years old and from Seattle, Washington. When I graduated from high school in 1977, I wanted to go to sea, so for the next six years, I worked in the Alaska fishing industry. I signed on with Trident Seafoods aboard their fishing fleet and with their encouragement and support, I began applying to maritime academies in 1980. By June of 1983, I had been accepted by Maine, California, and Massachusetts. I chose Massachusetts Maritime Academy because of the strong recommendation given by Trident Seafoods and Supervisor Karre Ness.

While I was working the Alaska fishing fleet and was awaiting the appointment to the Academy, I learned that one has no limits. All you have to do is try — but you can always try harder. You have never done your best, because you can always do better. Learning these lessons the hard way in the Bering Sea helped get me through four of the toughest years of my life at Massachusetts Maritime Academy.

Because I had been out of school for six years, coming back was not easy. Living at school with 600 men and 30 women, all five to nine years younger than I, was awkward, but the military life aspect of the Academy was of help. Discipline (about which I had learned a good deal in the Bering Sea) had become a way of life for me. I had already learned that you don't have to like it, you just deal with it — you accept it. I entered the doors here at Massachusetts Maritime Academy knowing what I wanted and knowing that all I had to do was work and work and work.

Living so far away from home was easier for me than for most of my classmates, I think. Beside the fact that I'd been away from home for most of the six years in Alaska, I knew I couldn't go home on weekends, so I put it out of my mind. I couldn't lead another life along with life at MMA as I had only one life to live, and it was here at school. Had I dwelled on thoughts of home, I might have talked myself into going home, and that was out of the question. Even so, I missed going home and now that I have my degree and my license, I can finally go home and enjoy my reward.

Although Katy graduated in July, 1987, and is now an alumna, she wrote this piece about her personal philosophy and her aspirations while she was still a student. She has since returned to her home in Seattle and has accepted a position as a merchant marine officer with Trident Seafoods, the company that encouraged her to come all the way to MMA.

CADET 1/C JAMES M. DENONCOURT

Cadet First Class James M. Denoncourt was credited with saving the life of a child on May 12, 1987. Cadet Denoncourt was assigned to the USNS *Sealift Arabian Sea* (T-A0T-169) for cadet training at the time. He saw a child fall from the Port Hueneme, California pier where the ship was moored.

The ship's master, Kenneth C. Bagley, wrote "Mr. Denoncourt realized the problem and, at no little risk to himself, dove into the water. . . . He reached the child and was able to place the child on a camel alongside the pier where assistance was rendered from someone coming down a pier ladder. If not for Mr. Denoncourt's quick action, a real tragedy may have resulted. . . . I would like to commend him for his actions and initiative and also for his conduct, ability, and willingness to learn and ability to excel in his chosen profession."

Cadet Denoncourt was graduated two months later with the Class of 1987 and is currently employed aboard the *Atlantis II*, a Woods Hole Oceanographic Institution research vessel.

Annual Fund

Our first Annual Fund campaign (1986-1987) was very successful by first-year standards. There was a lot of interest shown by contributors and matching gift companies alike which gives high hopes for the future.

The funds contributed go directly into trusts so that all proceeds are available for the Academy's use above and beyond the Commonwealth's budgeted funding. Donated trust funds can be rolled over from year to year to accumulate interest and to grow or to be expended as required for the Academy's student tuition assistance program or as otherwise specified by the donor.

The second Annual Fund campaign is now underway under the continued chairmanship of Chief Engineer Peter Sullivan '57. For additional information, contact Commander Mike Joyce '71 at the Academy (617) 759-5761. The following is a list of donors to the first Annual Fund. An asterisk denotes a matching gift.

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ALBERT R. SCHOFIELD '58

"Buzz" Schofield removes the cover from one of the two fiberglass Monomoys he recently donated to MMA.

Albert R. "Buzz" Schofield, Jr. '58 is no ordinary sailor. He loves sailing so much that he puts time, money, and effort into teaching others to love it, too.

It started when he was about ten years old and fishing for lobsters. By the time he came to MMA, he had his own lobster boat and a thriving business. At the Academy, he took a fancy to the school's rowing boats, but wanting more, he and fellow students moonlighted on weekends crewing racing sailboats out of Marblehead.

During his early twenties, he sailed with the U.S. Navy and merchant marine, plowing his income into real estate and construction projects until his shoreside efforts required his full time. This led to where he is today: President of Western Atlantic Investment, Inc. of Hingham.

But sailing and small craft had their hold on him. In his thirties, he went through a sequence of sailboats and for the past 15 years, he and his sons have been on the world racing circuit.

For years, he invited students from MMA to crew for him on weekends up and down the coast. He thoroughly enjoyed teaching them and watching their enthusiasm to learn. "What MMA needs," it dawned on him, "is a formal small craft program." And he went about making that happen. Over the years since 1979, he has contributed substantially over $100,000.00 in kind — rowing boats, a 46-foot masthead sloop, and a sailing center building. His purpose was and is to support a sailing and rowing program at MMA.

No. Buzz Schofield is no ordinary sailor. He loves sailing, and he loves his alma mater. MMA's small craft program is proof of that.

Late News: Major unrestricted gift by the Honorable Edward Novakoff. Story next issue.

★ CLASS NOTES ★

1912

CAPTAIN FREDERICK L. HOWLAND resides in Griffin, Georgia.

1922

GEORGE J. JUNG, Commander, USNR, (Ret.) has retired from the Mass. Department of Public Safety as a District Engineering Inspector. He lives in Wakefield.

1926

ELWIN A. PILKINGTON, Commander, USNR, (Ret.) has retired. He and Dorothy spend October through May in Florida. They have 2 children and live in Springfield.

FRANK E. WIRTANEN, West Barnstable, is "lubbing" the land and occasionally sails out in the bay in the summer.

1927

GILBERT L. ALLEN, Cranston, R.I., shipped with classmate Jack Wildman on SS *Leviathan*. Left the sea in '45. Now retired, Gilbert does volunteer work at the Roger Williams Park Zoo in Providence. Lost his wife in '81, has 4 children and 6 grandchildren.

1930

RAY EISENBERG, Islip Terrace, N.Y., is Editor of the Council of American Master Mariners' publication *Sidelights* and Pennsylvania's Schoolship Association's publication *The Lookout*.

1932

JOHN G. GILL, West Newton, operates Power Control Co., provides and installs "Fireye" flame failure safeguards, controls, smoke capacity indicators, and recorders.

1933

MORTON J. KELLY, Barre, VT, winters in Florida with wife Janet. They have two children.

ALLAN S. RODGERS, Chicopee, is a retired C.P.A.

1935

MALCOLM S. CURRIER, Marco Island, FL, is retired and summers on Cape Cod. He shipped with American-Hawaiian S/S Co., U.S. Army Mine Planter Service, U.S. Army Transportation Corp., and the hospital ship *Dogwood*. Owned and operated "North of Highland Camping Area" in North Truro until 1984.

JAMES M. MURRAY, Hyannis, contributed an explanation as to why ships are called "she," documenting that ancient Greeks gave their ships feminine names deferring to Athene, goddess of the sea.

RAYMOND H. RIOUX, Falmouth, MA. spent 22 years in merchant marine and 15 years at Woods Hole Oceanographic. Was a Naval Shipbuilding Inspector and was also in the Army Corps of Engineers as a General Inspector. Retired in '78.

MYRON THOMAS and Evelyn live on Martha's Vineyard overlooking Nantucket Sound. He has an 8,000 volume library. He was recently the subject of a full, front page newspaper story detailing his life of sailing square riggers and banana boats, building destroyers during WWII, teaching at Kings Point and the Indonesian Merchant Marine Academy, and serving overseas with the State Department. He is currently involved with recycling of waste. He will sell you his home for one million dollars.

Myron Thomas '35

1936

THORWALD "BUD" ALLEN has suffered a stroke and is in a care facility. His wife Muriel lives in Venice, FL.

ERNEST W. BEMIS, West Bridgewater, retired in 1977 and now enjoys family activities, gardening, and beekeeping. He would enjoy hearing from *Nantucket* classmates.

EDWARD A. CLARK and his wife are enjoying retirement in Rockland, Maine.

1938

NELSON F. GARLAND, Randolph Center, VT, sailed with U.S. Lines since graduation. He retired as Master in 1981.

WENDELL D. SLAYTON, Wharton, N.J., is 95% retired with a valid N.J. stationary engineer's license and is covering occasional hospital jobs. Frances is the newly-elected mayor of their home borough, Jefferson Township.

1939

CAPTAIN RICHARD B. REDMAYNE, USN (Ret.), Stratham, N.H., spends winters in Florida. Manages a small company that owns apartments in Maine and Florida, is part owner in a Bath, Maine, company that makes winches for commercial fishing boats, works as a consultant in the seafood industry, and is involved in converting a 13-room motel and 40 cabins to condos in Belfast, Maine. Richard was on a ship in Pearl Harbor on December 7, 1941, and he and his wife were married in Hilo in '42. Their youngest son is the editor and publisher of *Seafood Leader*, the #1 magazine in the industry.

1941

JAMES R. CARMAN, Annapolis, Maryland, is Program Director, Office of Port and Intermodal Development, Maritime Administration.

Ernest W. Bemis '36

EDWARD R. DONOHOE, West Southport, Maine, retired from General Electric De Venezuela S.A. as Vice President. He then joined the adjunct faculty of General Electric's Management Development Institute at Crotonville, N.Y. Ed is now president of his own corporation which provides program design and seminar leadership to General Electric and other companies throughout the U.S. as well as to John Hopkins, Mercy, and St. Andrew's Hospitals. Ed is a counselor and speaker in the field of alcoholism. Ed and Fran tend their gardens, write, and bind books in their spare time.

GEORGE W. DUFFY is semi-retired in Seabrook Beach, N.H. He travels and makes a hobby of keeping in touch with alumni. He has been very helpful in "tracing lost persons."

EDWIN A. SCHMIDT, Captain USCG (Ret.), resides in West Ossipee, N.H. After an active career in the merchant marine, he retired in 1977. Now enjoys camping and leisure life.

1943

PAUL F. COLBURN, South Berwick, ME, retired last year after working 33 years for P.S. Co. in New Hampshire as an operating supervisor at the Schiller and Newington power plants. Paul keeps busy with the local Conservation Commission, Historical Society, gardening, reading, and long-delayed traveling.

CAPTAIN LOUIS E. FOREST retired in Brielle, N.J., after sailing 43 years with United States Lines.

HOWARD G. McCARTNEY, Chelmsford, shipped for Exxon for 43 years. He retired as Senior Master on October 1, 1986, with over 20 years service as Master.

GARTH A. STONESTREET is happily retired in Milton.

1944

DONALD F. BERLO, Westwood, is President of Hinds & Coon Company of Boston.

NICHOLAS J. GUSHA, Harwich, retired six years ago and is busy with oil painting,

Edward A. Clark '36

bird carving, gardening, scuba diving, and golf. "Never a dull moment—from workaholic to playaholic. It's like a No. #1 promotion."

CAPTAIN ROBERT D. LOFBERG is employed in Puerto Rico as Director of Vessel Operations for Puerto Rico Marine Management, Inc. Married for 38 years, the Lofbergs have 5 married children, 4 grandchildren and 2 more on the way.

CAPTAIN JACKSON C. NELSON, St. Augustine, Florida, just retired in May '87 as Technical Advisor for Container Management for the U.S. Army Europe.

ROBERT M. RICHARDS, Amherst, recently retired from his masonry contracting business. He and Flora have 2 married daughters, 5 grandchildren and counting. Hobbies include golf, sailing, and traveling in their converted van.

1945

JOHN Q. BIRMINGHAM is District Manager for McGraw-Hill, Inc. in Pennsylvania. He lives in Wayne.

JOHN FOGLIA, JR., Athol, enjoys gardening and taking it easy since his retirement some years ago.

RICHARD A. LEAHY, Commander, USNR (Ret.), resides in Norwell. He is the Senior Vice President, General Counsel and Director of David L. Babson & Company in Boston. Richard serves as Chairman of the Board of Trustees of the MMA Foundation and was given the "Alumnus of the Year Award, 1982" by the MMA Alumni Association.

THOMAS S. MALCOLM, South Pasadena, Florida, summers in Marblehead and is semi-retired from the insurance industry as of '84. Enjoys sailing and golf. "It took me 50 years to get my first hole-in-one."

PAUL J. RYAN is Director of Veterans' Services for the city of Cambridge and also maintains a modest law practice. Paul was admitted to practice before the United States Supreme Court.

1946

FREDERICK J. MARTIN, Harwichport, recently completed a 3-year contract in

Edward R. Donohoe '41

Saudia Arabia as advisor to the Royal Saudia Naval Forces.

1947

JOHN A. CULVER, Dover, N.H., is President of J.A. Culver & Company of Durham.

JOSEPH J. KESTENBAUM, New Bedford, is President of X&K Insurance Agency and has just been sworn in as an MMA Trustee. "I'm finally receiving a monthly navy retirement check."

WILLIAM B. LAW resides in West Newbury.

1950

ROBERT L. KENNIFF, Captain, USNR (Ret.), lived in Brazil from '82 till '85. Now resides in Manchester, CT. Has worked for Aetna Life & Casualty Co. for the past 20 years. Director, CID Home Office Renovation Project.

1951

RICHARD CHESEBROUGH, Laconia, N.H., retired in '85 as Director of Waterfront Activities at SUNY Maritime College. He spent the last year and a half in Hawaii and then Australia driving the "Chase Boat" in Dennis Connor's successful "Stars and Stripes" campaign to bring the America's Cup back to the U.S.

1952

RICHARD F. CURRAN, M.D., Danvers, is a practicing psychiatrist and just published a novel entitled *Please Come Back*. Married, 5 children, (3 married).

RICHARD H. JACKSON has lived in Marion since he was a member of the Naval Science staff at MMA. He and Yvonne are active in American Field Service and in their church. Yvonne teaches Sunday School and Richard is Special Advisor to the Committee for the Identification of Sin.

1954

FRANCIS M. BUTLER, JR., Cataumet, decided to "bury the anchor" and start a new office supply and personal computer business, "Officeland of Cape Cod," in Pocasset.

1955

MORGAN H. KEEFE recently retired from flying first as Captain, USN, and then from Delta Airlines. Busy with Ann Keefe's Real Estate in Camden and Rockport, Maine; their 200-acre wilderness farm; his lobster boat; hunting and fishing.

RALPH D. OJALA of Centerville has a land surveying and civil engineering business with brother Arne. Thirty-two years with Jeanne has yielded 7 children and 8 grandchildren. Ralph invites grads from Classes '53 to '57 down to the Cape for golf. Call Down Cape Engineering at 362-4541.

ALBERT C. SIROIS sailed with United Fruit Co., U.S. Lines, and the U.S. Navy aboard *Ticonderoga*. Retired, USNR. Currently with Linekin Industries, East Boothbay, Maine, a pulp and paper firm. Five children.

1957

KENNETH R. GRANT, Orwell, VT, retired from MEBA in '86 and is refinishing a 1954 Century 18' Resorter Mahogany Runabout.

FRANCIS E. MAHONEY has resided for 15 years on Pequot Trail, Stonington, CT.

RAYMOND D. AYERS, Noank, CT, is Manager of Trident Prelaunch Construction at General Dynamic's Electric Boat Division in Groton. Ray is single, has 3 children, and enjoys sailing and skiing.

DAVID J. SHANNON, Old Saybrook, CT, is a Project Manager with Combustion Engineering's Marine and Industrial Boiler System Department. David and Pat have 2 daughters in college and 3 sons in high school. The family is very active in Boy Scout Troop #51.

1959

CHARLES M. JOYCE, Braintree, is in charge of maintenance of buildings and grounds and responsible for all aspects of the Physical Plant Department at the University of Mass. Harbor Campus in Dorchester. Charles is married and has 3 children.

1960

WILLIAM F. BURNS, Middletown, R.I., retired from the Navy in '83. Now a principal analyst for Analysis & Technology, Inc. He supports NUSC Newport in the Defensive Weapon System in the Trident Program. Very active protecting the environmental concerns of the coast line as the Chairman of the Middletown Conservation Commission.

MICHAEL M. FANNING sailed as Master with Waterman until 1973 when he joined the Panama Canal organization. He served as transit pilot and as senior canal port captain. This year he was appointed Chairman of the Board of Local Inspectors, responsible for investigating serious marine accidents in canal waters.

RICHARD N. FINOCCHIO, Marblehead, is Senior Vice President, Investments with Drexel Burnham Lambert, Inc. in Boston.

1963

PAUL L. KENNY, Andover, is active in his private law practice in Medford and is Town Counsel for Sudbury and Danvers. Paul and Joanne have 11 children, ages 3-17.

LEO E. MULDOWNEY, Hollis, N.H., is sailing as Master on M/V *Adonis* for Apex Marine. Wife Marina has accompanied Leo on many trips. Both look forward to Leo's retirement at the end of '87.

FREDERICK J. WALSH, Vernon, CT, is Vice President of Operations for Turbine Components Corp. in Branford, CT. He and Ginny have 3 sons, Tim, Kevin, and Brian.

1964

NELSON T. BRACE, Buzzards Bay, is working for Sandwich Ship Supply with a Maine graduate. He's looking for house flags to display in the store.

PAUL A. LEONARD, Marlboro, works at the Framingham Union Hospital.

1965

CARL COFFIN, Sydney, Australia, is Manager of Turbine Sales for the Australian General Electric. Married Roslyn, an Australian school teacher, and has 2 sons. Write to him at 7121 Fontenay Road, North Ryde NSW 2113, Australia or call him in Sydney at (02) 888-1762.

DANIEL J. SKWYRA, Blackstone, is sailing as Master on the SS *San Juan* for Puerto Rico Marine Management, Inc.

1966

THOMAS H. BROWN resides in Chester, New Jersey.

FRED W. GREEN, LT, USNR (Ret.), lives in Foxboro and is President and Chief Executive Officer of Mutual Fire Insurance Company in Abington, MA. He holds executive positions on many different insurance organizations and is founder and past chairman of The Lincoln Hill Camp and School for Exceptional Children.

COLIN O. KENNEY is a partner in a New York ship brokerage firm, "L.Q.M. Associates," specializing in tanker chartering and sales/purchases. Colin, Bonnie and their 2-year-old son "Destructo" live in Manhattan.

PAUL W. SAMOLCHUR resides in Conway, N.H.

1969

DAVID ANDERSON lives in Wilmington, N.C., and is a project engineer for Carolina Power and Light.

STEPHEN L. BERTRAND, Pocasset, has been sailing a number of years with OMI as Master.

James J. Murphy '42

Howard G. McCartney '43

CARL STEPHEN BRENNION, Scituate, is a Project Manager and Senior Systems and Safety Engineer for Boston Edison Co. Pilgrim Nuclear Power Station. He runs a commercial lobster business (Top Prop Enterprises) and is married with 4 children.

JAMES P. CRANE is a sailing Master with American Transport Lines and President of Crane Marine Enterprises, a newly formed consulting and surveying firm. He and Gale live in East Sandwich with their 4 children.

1971

BRUCE ESTABROOKS, Hanover, signed aboard tug *Morton S. Bouchard, Jr.* in February '87 as Engineer.

JAMES W. GILLESPIE, Danielson, CT, is Chief Engineer on Tug *New Haven* with 4-striper Gary Nickerson (Nickafooley) '71 as his relief and Jim (Herbie) Merrill '72 as Chief on sister tug *Newport*.

GEORGE E. NEWBAUER, Scarsdale, N.Y., just returned from presenting Electrical Programs for the U.S. Army in Korea. He expects to be the resident Training Manager for BB-SAG, homeport Staten Island, N.Y.

JAMES L. SEIFERTH, Waddenfield, N.J., had Eric Gibort '83 aboard as one of his deckhands. He checked him out to see if he could "perch."

1972

GEORGE ARSENAULT resides in East Thompson, CT.

THOMAS A. BALLARD, North Hampton, N.H., is an Engineer with the East Coast Branch of Exxon Shipping Co. Tom is married and has 3 children.

RICHARD R. COVILL, Grantham, N.H., is Chief Engineer at Dartmouth College. He and Barbi introduced new son Eric Tyler to his 3-year-old sister Kimberly.

JOHN L. FITZPATRICK just purchased New Meadows Marina in Brunswick, Maine, after running Hampton Beach Marina for 13 years.

DAVID A. GUIMOND, Berlin, N.H., is First Engineer with SPC Shipping, Inc. David and Joyce have 2 daughters.

DEAN A. LARSON, Hanson, is Operations Manager for Harvard University's Co-generation Power Plant in Boston. Dean and Glenda have a 4-year-old son Nathan.

JOHN F. McGRATH is Chief Engineer on M/V *LT Alex Bonneyman* for Maersk Line. His brothers, Gary '83 and Thomas '86, also sail for Maersk.

PAUL D. SULLIVAN, Arlington, works for American Trading and Transportation.

GEOFFREY C. WILKINSON, Duxbury, is married, has 3 children, and still plays hockey 2 or 3 times a week.

1974

RICHARD J. BOWEN, LCDR, USNR (Ret.), lives in Pocasset and is Master of R/V *Knorr* (AGOR-15), Woods Hole Oceanographic Institution.

WILLIAM F. GHELLI has sailed with Exxon for 13 years and is now Master on the *Exxon Baltimore*. He, Sandy, and 4 children live in Lancaster, N.H.

JAMES F. SEIPEL, Walpole, N.H., recently sailed aboard Arco's *Spirit,* 265,000 ton tanker, as Chief Engineer. He had John Pacheco '75 as First Engineer and John Hopkinson '79 as Second Engineer.

EDWARD F. SHERWIN, Rye, N.H., is First Assistant Engineer for Apex Marine Corp. Ed, Jackie, and 2 daughters were expecting another addition to the family as we went to press.

THOMAS L. STANTON, Sandwich, is Assistant Professor at MMA. Holds Chief Engineer's Unlimited Horsepower Steam and Motor License.

1975

EDMUND J. BRENNAN, Raynham, has a general law practice in Taunton. Ed and Debbie have 2 sons.

DONALD P. CLARKE, Holyoke, sails as First Assistant Engineer for Total Ocean Trailer Express on the Ro-Ro *Great Land* which sails between Tacoma, Washington, and Anchorage, Alaska.

John Foglia, Jr. '45

PAUL F. COLEMAN, after several jobs in stationary plants, went into the retail fuel oil/oil burner repair business in '83. Paul, his wife, and 3 children live in Walpole. First Class Engineer license, Massachusetts.

DOUGLAS A. GROVER, South Orleans, received his Masters Unlimited License this year. He sailed with Robert Kelly '75 on the *Sealift Arctic* and was icebound last winter in Alaska.

JOHN EDWARD McCABE, Chief Mate, practices law in Wellesley. Still a member of MM&P and MMA Alumni Association. John and Monique have 2 children. John graduated from law school in 1985 and specializes in litigation, admiralty, real estate, and estate planning.

"DUTCH" WEGMAN is Chief Engineer, R/V *Oceanus,* Woods Hole Oceanographic Institution.

1976

WILLIAM DURBOW, JR. and Maxine live in Washington, VT. He is Chief Mate with Exxon Shipping.

JOHN P. LYNCH, North Andover, is a credit manager with Data General Corporation.

GLENN F. McCULLOUGH, Rockland, Maine, is sailing as Chief Engineer for Sabine Towing & Transportation Co. on a tanker. Glenn and Vada have a son Eric.

BERTRAM W. O'DONNELL is Chief Engineer aboard M/V *Exxon Charleston* for the Exxon Shipping Co. He, Karen, and daughter Katie live in Marshfield, MA, and North Conway, N.H.

1977

JEFFREY D. COLE, Campton, N.H., is sailing with MEBA.

MARTIN D. COLLINS, Lynn, is Manager of Environmental Services at the Memorial Hospital in North Conway, N.H.

FRANCIS X. DONOGHUE, Georgetown, MA, is a buyer of castings for General Electric Aircraft Engine Group in Lynn. He's a member of Mike Marrocco's North Shore "Chapter."

Elwell H. Perry '45

KIRK M. LYONS works for Walker & Corsa in New York City and lives in Riverside, CT. He'd like to hear from MMA grads. Call (212) 344-4700.

WILLIAM T. MILLER II and Beth live in Princeton with their 2 girls. Bill is a MEBA member sailing 70 days a year. At home, he is a contractor specializing in cabinetry. Thinking about going back to school for civil engineering.

ERIK RONALD NELSON has been sailing; he upgraded his license and established a construction/contracting business. He and Pam have 2 children and live in Hanover, Maine.

MICHAEL E. SAGANEY, South Weymouth, is working steadily with Amoco's tugs and barges.

PETER J. STARR, North Kingstown, R.I., formed a Marine Engineering Consulting firm, Alexander, Starr, and Kersey (ASK) in '83. His North Kingstown firm employs 13 engineers and mates, mostly MMA grads. Contracts with government and private vessel operations require ASK personnel to travel worldwide.

1978

BRIAN C. ABALLO of Bayonne, N.J. works for U.S. Army Corps of Engineers as Master of the *Hayward* in New York Harbor. Married with one son.

A.D. COLBURN is Second Mate aboard R/V *Atlantis II,* Woods Hole Oceanographic Institution.

WILLIAM H. CREIGHTON resides in Milton.

RALPH DASHA lives in Randolph.

DAVID S. FRAINE lives in Coca, Florida, with wife and 2 sons. Working out of Cape Canaveral A.F.S. on the retrieval ship *Freedom Star.* Works with Mark Wood '80, Ed Sottak '54, and Jim Wheble '80.

MARK W. REILLY is Plant Operation Supervisor for Bay State Gas, Easton LNG Plant. Mark, his wife, and 2 sons live in Taunton.

PHILIP ROBINSON resides in Ponte Vedra Beach, Florida.

1979

JOHN J. CORCORAN III, Norwell, sails for the NMEBA working on SS *Coast Range,* West Coast Shipping Company. He and Diann have a daughter Meghan Lee.

JAMES C. GEORGE sails for MM&P and is part owner of a construction company in Key West, Florida. He resides in Seabrook, N.H.

CHRIS JASKOLKA, Mattapoisett, now works ashore in his new business of selling and constructing log homes.

LAWRENCE M. MORRISON is First Assistant Engineer on M/V *Falcon Leader* stationed in Diego Garcia as part of MSC's MPS program. The Third Mate on this ship is Jay Burgess '86. Lawrence and his wife just returned from 6 weeks in the African bush. Next vacation — Australia. Their home is in Laconia, N.H.

JOHN A. PARDI lives in Middletown, CT.

GEORGE P. SILVA, Lisa and 3 children live in Sandwich. George sails as Master with North American Trailing Company, a private dredging company.

WILLIAM H. SMITH has been Service Manager at Machine and Marine, Inc. for Johnson Outboards since major back surgery in '82. Bill is to be married in September of '88 and lives in Chilmark, MA (Box 264, zip 02535). He'd like to hear from Rick Christofano '79 and Brian Corriveau '80.

DAVID W. THUNELL is Chief Engineer with Trinidad Corp. on board their supertankers in the Alaska oil trade and has been involved with several engineering firms in design and operational phases in the co-generation and bio-mass plants being constructed in the N.E. area. David, his wife, and 2 children live in North Conway, N.H.

ROGER W. TURNER, JR., New York City, is Operations Officer aboard USNS *Sirius*, T-AFS-8, soon to be the "On Station AFS" for the Sixth Fleet. Roger is getting married soon.
MARK P. YOUNG lives in Oak Bluffs, MA.

1980

CHARLES J. ARBORE is Design Engineer for Ultraviolet Purification Systems, Inc. Purchased a co-op in '86. Charles and his wife were expecting their first child this year.
STEPHEN T. COGAN just started a new job at Bender Shipbuilding, Mobile, Alabama. Stephen lives in Daphne, AL.
KARL E. LUNDGREN resides in Fort Myers, FL.
KEVIN M. ROGERS married Enora Susanne Kunica, an MIT graduate, in May. Kevin is an Energy Systems Engineer for Williams & Lane Energy Systems. The newlyweds live in Miami Lakes, FL.
JAN W. WAALEWYN is sailing as Second Mate onboard S/T *Overseas Arctic*, a lightering vessel for crude oil carriers in the Gulf of Mexico for Maritime Overseas Corp. of New York. Jan lives in Hillsboro Beach, Florida.
JAMES F. WALSH of Mobile, AL, is with Zapata Gulf Maine, Inc. as Master onboard a tug/supply vessel of 500 gross tons serving the oil field industry.
STEPHEN A. WALSH is Marine Engineer aboard R/V *Knorr*, Woods Hole Oceanographic Institution. He lives in Falmouth.
MARK S. WERTHEIMER has been with Exxon for 6 years and is permanent First Assistant on the *Exxon Washington*. Received his Chief Engineer, Steam Unlimited, '86. Mark is single. He met Dave Rodrigues '80, Bob Weathersby '80, Tony Dias '79, Bill Laffan '70, Randy Walden '69, and Dave Goulet '71 at a conference in Houston in March.
JAMES W. WOOD, Scituate, is Sales Engineer for Bently Nevada. Finished his MBA at Babson College and enjoys skiing and sailboarding.

1981

STEPHEN P. ALLEN is Project Manager for Northern Peabody, Inc., a mechanical service contractor. Stephen lives in Laconia, N.H.
JOHN (SKIP) P. BANDINI is Plant Engineer for the Department of Mental Health at Danvers, MA. "A perfect institution for an individual such as myself."
STEVEN BARRACLOUGH is employed at Seabrook Nuclear Power Plant as a Quality Control Supervisor. His first child, Nicholas Steven, was born on Dad's birthday on December 18, 1986.
BOB BONISOLLI and his wife recently relocated in Connecticut and expect their first child in September.
KEITH S. BRAIS, Attleboro, retired from the oil field, Sedco, and Africa in April '87. Now with Texas Instruments in Attleboro, Keith says the commute to work is much shorter, and he's adjusting back into the social main stream. "Soon, my golf game will be below 80."
ANTHONY R. CATALDO, JR. and Bette welcomed daughter Erica, born March 13, 1987. Anthony works for Crest Tankers as Second Mate.
STEPHEN CORBETT married in 1986. He left MSC in March '85 and is presently serving as The Deputy Fleet Administrator, Motor Vehicle Management Bureau, Commonwealth of Mass. An MBA student at U.Mass.
WILLIAM W. CROCKAN and Trish were expecting twins last June. Bill is a commercial real estate broker in the Boston area and a lieutenant in the Naval Reserve.
MICHAEL E. DULEY, Chief Mate, and 2nd LT John P. Bobo are employed by AMSEA.
WILLIAM C. ELLIOTT and Kimberlee have a 3-year-old daughter Shaylin. Bill is in the fuel oil business serving the North Shore in Mass. and southern N.H.
JOSEPH P. FRAHER is working as a plant operator for Atlantic Fuels (formerly Ultramar) of Chelsea, MA. He has a 3-year-old daughter Julie. Received 1,000 Ton Freight and Towing Master's license in 1984.
TODD HIBBERT sails as Chief Engineer with Turecamo Coastal & Harbor Towing. Also has First Assistant Engineer Diesel license. He and Sandi expected their 2nd child in May. Daughter Bethany is 5. How time flies!
JONATHON C. HORSLEY is with M.S.C. (Pacific) on U.S.N.S. *Zeus* as 2nd A/E. He's engaged to Beth McLean of Quincy, MA.
GARY M. McGRATH, Sandwich, is sailing as Engineer with his brother, Thomas '86, on the same ship, M/V *PFC James Anderson, Jr.* for Maersk Line. Older brother, John '72, also sails for Maersk.
KEVIN M. McGRATH just moved back to New England after living in Copenhagen, Denmark, with his native wife. Home in Burlington, VT, he sails as Second Assistant Engineer with Maersk and runs into a lot of MMA graduates. He earned his First A/E license last February.
JOHN G. MINUKAS and Veronica live in Ogden, Utah. John is an Associate Engineer in Product Assurance dealing with radiography and ultrasonic inspection for Western Zirconium. Loves skiing in Utah.
JACQUES W. PHANEUF has moved to Barnstead, N.H.
DONALD E. TRUDEAU has been shipping with District #2 since MMA but with three pay cuts. As First Engineer, he's making the same as when he was Third. Says it's depressing, but he's going to stay with it until he gets his Chief's.
MICHAEL E. WALSH is Chief Engineer with Copley Square Hotel. Married in 1984, no children. Working on his Third Stationary license exam.
CHRISTOPHER P. WILLIAMSON is sailing as Second Assistant Engineer with Exxon. He and his wife expected their second child in August.

Paul J. Ryan '45

Frederick J. Martin '46

1982

SCOTT W. BATEMAN works at Electric Boat in Groton, CT, as a Quality Assurance Systems Engineer. Electric Boat is looking for people with Marine Engineering degrees.
EDWARD A. BARBATO married a girl from Wareham in June. They live in Garwood, N.J., and Ed works for the Corps of Engineers in Jersey City. He visited Jim Benoit '82 in New Orleans for the Mardi Gras this year.
DAVID R. BESSER of Bayonet Point, FL, works for O.D.E.C.O. and just passed the Chief Mate's unlimited exam. Engaged to Linda Schmidt of N.Y.
STEPHEN FLANAGAN works as Applications Engineer at A.W. Chesterton Co. in Woburn, MA, with Bob Martin '82, Neil Dickson '79, and Chris Deely '85. Stephen and Debbie enjoy daughter Heather. Still involved with the Buc's football program.
BOB GALLAGHER is Second Assistant

Engineer aboard R/V *Knorr*, Woods Hole Oceanographic Institution.

JAMES J. GRAY resides in Salem, MA.

THOMAS F. GRELL retired as Mate with Gulf Coast Trailing Company last year and is now an electrician in New York City, IBEW, Local #3. Married and lives in Queens.

MICHAEL G. KEOGH of Hyde Park, MA, shipped out through District #2 and upgraded to Second A/E. Since 1987, Nuclear Plant Equipment Operator at the Pilgrim Nuclear Power Station (Boston Edison). He and Joan expected a baby in August.

EDWARD M. MACEDO, JR. works at Boston Edison Pilgrim Station as a nuclear plant equipment operator.

TERENCE JOSEPH McDONOUGH has worked for the Boston Edison Company since April, 1984, as a control room operator at the Pilgrim Station. Married in 1985.

CHARLES L. MYETTE and Silvana live in Revere. Charles has taught math and

Richard Chesebrough '51

computers for the past 5 years at Christopher Columbus High School in Boston. He's also the head basketball coach there.

DAVID J. O'CONNELL is an engineer on new construction of aircraft carriers for Newport News Shipbuilding Company. Married, he lives in Portsmouth, VA.

STEVEN J. PAPPAS, Brockton, is Boiler Inspector with Hartford Steam Boiler Insurance and Inspection Co. He, his wife, and one son live in Brockton.

RICHARD A. ROLLINS married Nancy Terraveccia in 1985 and is working at Marine Systems Corporation in Boston.

WALTER W. SHANNON works for Nickerson & O'Day, general contractors in Bangor, Maine. He is the Field Engineer of a $5 million county jail renovation and expansion. Married with infant son.

DAVID A. SHEA shipped for 2 years after graduation with Tanker Management of New Orleans and was laid off in 1984. Has worked as Quality Tooling Engineer at Avco Systems of Wilmington, MA since 1985. Married Kathy in 1985; daughter Jessica, '86.

H. GILES TAYLOR expected M.B.A. from Providence College last summer and will change careers. Now a Production Engineer with General Dynamics and is looking at sales and financial positions with multi-national companies.

KEVIN M. THERIAULT is a shift supervisor at G.E., Knolls Atomic Power Lab. Wife Lisa studying journalism at SUNY-Albany. Kevin is training for a ''Century'' bike race.

1983

ANDREW C. ALLEN is working for Combustion Engineering starting up a trash-fired steam plant at Norfolk Naval Shipyard. He lives in Portsmouth, VA.

CHRISTOPHER J. ATSALIS is applying to law school, worked with Keystone Shipping and Crest tankers in 1985-86, and is now working in the family business.

JOHN F. AYLMER, JR. is on leave from Crest Tankers, attending N.E. School of

Richard H. Jackson '52

Law and residing in Brighton, MA.

FREDERICK W. BLACKDEN is AB/JR Mate for American Heavylift Company. Worked 2 years for Odeco as Ballast Control Operator, and has lived in the New Orleans area since '84.

MICHELLE N. CARTER returned to Boston area in '86 after 2 years on USNS *Range Sentinel* in Cape Canaveral, Florida. Now Inside Sales Manager at an engineering/design products company in Boston. Would enjoy hearing from classmates.

KEVIN C. DEELY recently completed 3 years' active duty aboard guided missile destroyer homeported in San Diego. Returning to Boston to find a job in the engineering field.

PETER H. DiCARLO is working at Electric Boat supporting the design of SSN-21. Pete was recently promoted to LT, USNR-R and was married in September, 1986.

SCOTT T. EMERSON and Jill have one son Dan and just built a new house in Newbury, MA. Scott is working in the family-run electrical supply business.

DON FITZGERALD is on active duty in the Navy on a Perry class frigate and is stationed in Mayport, FL.

CHRISTINE M. GRIFFIN is a Mechanical Engineer with the Food & Drug Administration. Christine has recently been appointed to the MMA Board of Trustees.

JOSEPH G. MacBRIDE is a graduate student at UMASS, Boston. He's studying for his Master's in Business Administration.

RONALD J. MacLELLAN is Third Assistant Engineer on Woods Hole's oceanographic research vessel *Knorr*.

THOMAS E. McHUGH started his own construction company in Woburn.

GARY M. McGRATH, Sandwich, is sailing as Engineer aboard M/V *PFC James Anderson, Jr.* with his brother, Thomas '86, for Maersk Lines.

STEPHANIE M. McGRATH is Service Engineer for Warren Pumps.

DANIEL J. MURPHY, Saugus, is an oiler with Woods Hole Steamship Authority.

KEVIN J. OLES is Engineer with Electric Boat QP Facility in Kingstown, R.I.

DONALD E. PIGOTT, JR. is Barge Engineer for Sedco Forex in Brazil. Lives in New Orleans with his bride Yvette Marie and hopes to move back to Boston soon.

WILLIAM P. SANCES works for the Department of the Navy and lives in Silver Spring, Maryland, with wife Sarah and 2 children.

THOMAS A. TRAINOR sailed unlicensed (Q.M.E.D.) for Marine Transport Lines and Keystone Shipping Co. *(Energy Independence)*. Now employed by Northeast Utilities at their Conn-Yankee Nuclear Power Plant in Connecticut. Recommended for this job by classmate, Mark Smith, Engineer at the plant for over 2 years. Many classmates stay in touch and see each other often.

WILLIAM E. WIGGINS sails with M.S.C. (Atlantic) and holds Second Mate's license. Bill lives in Princeton, MA.

JOHN H. WILT is a Barge Engineer for Transworld Drilling Company in Brazil. Saw the Aussies win the cup at Newport, then migrated to Louisiana to sail as Mate on a supply vessel. From there, he went to Brazil. Married Lisa Jean Thompson on May 10, 1986. Home is in Corpus Christi, Texas.

CHRISTOPHER J. WRIGHT and Lynn, Fairhaven, were expecting their first child last September.

1984

KARL H. BERNARD resides in Poughkeepsie, N.Y. and says that everything was going great until 24 March when his vessel was not able to renew its contract.

ARNOLD (ARNIE) J. CESTERI covers New England as Marine Surveyor Investigator with Marine Safety Consultants, Inc., Fairhaven.

WILLIAM J. DiCROCE resides in North Falmouth, MA.

OSCAR D. dos SANTOS is DP Assistant Controller/Relief Mate for Sonat Offshore Drilling Co. Now seeks to branch out in other directions within the industry. Oscar lives in New Bedford and would like to get together with classmates.

TOM R. FORDHAM works for NAVSSES in Philadelphia and lives in Moorestown, N.J.

LEWIS C. FRANKLIN III, Winchester, joined U.S. Flag Passenger Carrier, Clipper Cruise Lines in February '87. Maximum 111 passengers, under 100 gross tons, U.S. officers and crew. Works 2½ to 3½ months in the Virgin Islands and summers in N.E. and Intercoastal Waterway. Occasionally docks at MMA.

KENNETH R. GRANT extended his navy tour of duty until December '87. Just received a new position onboard as Main Propulsion Assistant and looks forward to receiving orders to the Northeast. Recently returned from six months of Mediterranean deployment.

STEPHEN G. KING, Brooklyn, N.Y., recently retired from shipping and is now a stockbroker with Shearson Lehman Brothers. Invites '84 classmates to call him at (718) 748-8340 and to visit him in N.Y. Hoped to see everyone at Homecoming.

THOMAS H. LANMAN III lives in Duxbury.

MICHAEL E. McDERMOTT, South Weymouth, works for American-Hawaiian Cruise Line.

CHARLES J. RUSSEK, JR. is Third Assistant Engineer on M/V *LT Jack Lummus,* MEBA D-2. Charles lives in North Reading.

ADAM R. SLAZAS, Brockton, is employed by Crest Tankers.

1985

ROGER C. ARNOLD lives in Sagamore Beach. (We relayed your message, Roger.)

CLARE S. BISHOP works for Mass. Water Resources Authority as a diesel operator and has been substitute teaching part-time at Westwood H.S. Visited London in February and thought it was great!

FRANK X. CLEGG resides in Weymouth.

JEFFREY J. DUBIEL is sailing aboard SS *Solar,* an oil tanker, for American Ship Management Company out of Stamford, CT. He sailed aboard tanker SS *King* in 1985-86. Attended the Superbowl XX in New Orleans and Superbowl XXI in Pasadena, CA.

GREGG H. FARMER is Chief Mate/Relief Captain aboard *R.W. Sesler* with Coastal Carriers. Gregg lives in Arlington, MA.

SCOTT A. FARNHAM, Westport, has been sailing steadily since graduation for American Heavy Lift Corp. aboard tankers *Spray* and *Knight.*

STEVEN M. GUILIANI, married, has been in the Navy's jet training flight program at Meridian, Mississippi, and expected his navy wings in June.

DAVE JOHNSON is "burning trash" as Plant Operator at North Andover RESCO.

SAMUEL F. LARIVIERE married Lisa in June '86. He's a Mechanical Engineer for G.E./KAPL in Schenectady, N.Y. and is taking courses towards a Master's Degree in Mechanical Engineering.

FRANK R. LEO is currently employed as Third Mate for Energy Transportation aboard LNG *Libra.*

MARK J. MONTELLA has been a System Safety Engineer for Northrop Corp. since graduation. Lives in Pawtucket, R.I.

EUGENE H. MORROW, JR. has been shipping with Crest Tankers, Inc. since November 1985.

DOUGLAS E. NELSON shipped out after graduation. In 1985, he married Jeanne Bouchard and moved to New Jersey where he is Superintendent for American Dredging Company's Survey Department.

MARK A. NOONAN, Brookline, is a Nuclear Plant Equipment Operator for Boston Edison at Pilgrim Nuclear Power Plant.

MATTHEW PALMER, Milton, is Junior Project Engineer for Hollingsworth and Vose Company.

MICHAEL S. TINKEL is currently Systems Engineer on distilling systems for Electric Boat, Groton, CT.

JAMES H. WAIT, Watertown, upgraded license in June to 2nd Mate and limited Chief Mate/Master. Engaged to marry Ellen Eichel of Melrose last September and currently sailing as 2nd/3rd Mate with Marine Transport Lines aboard the Ro-Ro *Federal Lakes.*

BRIAN KEITH WARNE is Project Engineer for H.P. Hood Company in Boston, MA.

1986

JOHN BARRACLOUGH is working for Ocean Carriers as Third Engineer. He's cruising around the Philippines on a huge oil tanker. He says that the money is good, and he's seeing the rest of the world. "Singapore and Japan are terrific, but there's no place like the U.S.A."

SCOTT A. BUTTRICK, Pocasset, attended Officer Candidate School for the USCG in Yorktown, VA. He sailed on a three-week trip on the *Eagle* to Bermuda and graduated July 2 as an Ensign.

BRETT W. CICCHESE is Supervisor, Installation Trades, Career Development Program with Electric Boat's Quonset Point Facility. Brett lives in Westerly, R.I.

EILEEN M. DALY works for Naval Ship Systems Engineering Station (NAVSSES), Philadelphia and lives in Blackwood, N.J.

HAROLD E. FLOCKTON works for NAVSSES at the Philadelphia Naval Base and lives in Cherry Hill, N.J.

ERIC P. GARDNER works for NAVSSES, Philadelphia, with several other classmates: Eileen Daly, John Fortin, Brian Kingston, Tom Kraemer, and John Talbot.

BRIAN K. GOVE is Boat Captain for the Greater Lowell Regatta.

TIMOTHY P. GRADY is a Technical Representative supporting the U.S. Naval Fleet for NAVSSES (Philadelphia) in the Clutch and Gear Division. He lives in

Paul W. Simpson '60

Fred W. Green '66

Geoffrey C. Wilkinson '72

Westville, N.J.

THOMAS E. McGRATH, Buzzards Bay, is sailing as Mate on M/V *PFC James Anderson, Jr.*, with his brother, Gary '83, for the Maersk Lines.

PAUL R. McDONOUGH is 2nd Mate/ Chief Mate with Steiner Marine Corpora-

Roger W. Turner, Jr. '79

Gregg H. Farmer '85

tion, Bayou La Batre, AL.

JOHN A. STANTON is sailing as Third Class Engineer aboard the USNS *Wilkes* out of San Diego, California.

LISA M. WELBY, Quincy, is working in Washington on AEGIS Cruiser Project for the Navy Department.

Massachusetts MARITIME Magazine

Graduation: the Class of 1987 become alumni. Some things never change.

TRACING LOST PERSONS

After we published our first list of "lost persons," we received literally scores of calls and letters, and a large number of "lost" are now in the "found" column. Many thanks for your enthusiastic response.

The third and final list will appear in the next issue. Your continued help will be most appreciated. Lists compiled by alumni groups that correspond and meet periodically are the best source and are very helpful. Please write or call collect Commander Mike Joyce, MMA, Buzzards Bay, MA 02532, (617) 759-5761.

1919 — William H. Moulton
1920 — Joseph G. Dean, Joseph H. Donahue, John L. Flanagan, Joseph H. Flanagan, Charles A. Freeman, Jr., Fred M. Full, Jr., Charles J. Gibson, John F. Hannan, Noble M. Hartley, Henry W. Kant, Francis X. Landrey, George P. Lord, Jr., Robert D. Mariner, Robert D. McCreery, Jr., James N. Oldroyd, Roger W. Osborn, Mortimer O'Sullivan
1921 — Charles G. Faster, Arnold L. Franklin, Alphonsus J. Godfrey, Leighton S. Hammond, Harry C. Hanson, Jr., Raymond N. Hardy, Frederick L. Harlow, John C. Hennessy, George J. Hohenberger, T. Hutchins, Harold J. LeCour, Manuel O. Lewis, Theodore W. Marvin, William C. McAfee, James A. McDonald, G. McKinley, Edward C. McLaughlin, Warren M. Messier, Thomas J. Mew, Frederick L. Murphy, Gerald D. Murphy, Clarence M. Nelson, William J. Noonan, Jr., Roger J. O'Sullivan
1922 — Lawrence E. Dorgan, William Drummond, Webster G. Farrell, Walter E. Geddes, Gerald W. Gross, Vincent F. Hancock, Louis F. Harlow, Everett F. Johnson, Lloyd M. Johnson, Otto W. Johnson, Eric V. Judd, Harvey S. Lawrence, Gilbert E. Lewis, Angus S. MacIntyre, Harvey W. Moore, John F. Mulvey, Ernest D. Murray, Richard W. Norcross
1923 — Frederick N. Dodd, Thomas F. Fairbrother, Michael S. Fila, Florence N. Fletcher, John E. Handran, Augustin P. Heffron, Edmund M. Hourigan, Alfred Humphris, Julius F. Jacot, James F. Keane, Cornelius T. Kelleher, Gordon W. Knapp, Aulden S. Lowey, Edward P. McGourthy, John K. Mills, George E. Morgan, Walter J. Murphy, William Neville
1924 — Earle B. Downing, John F. Doyle, Edward B. Ellis, Edwin S. Evans, Eugene E. Evans, Charles D. Gardner, Harry C. Gifford, Jr., Norman S. Gilchrist, Horton D. Gould, Webster F. Harrington, Jr., Albert R. Henrickson, Raymond M. Hull, William H. Jacobs, Ralph E. Jernberg, John M. Joseph, Ralph L. Langille, John J. Laverty, Leo J. Libby, James A. MacDonald, John W. Malen, Joseph H. Masse, William J. Moran, James W. O'Brien
1925 — James F. Donovan, Frank S. Dowd, Sidney P. Dunn, Paul W. Fellows, Acer N. Hilbourne, Richard L. Horne, Thomas A. Jacobs, Folke C. Johnson, Henry A. Lee, Paul L. Litchfield, Joseph W. MacDiarmid, Harold M. Mann, Delmont N. Merrill, Jr., John G. Moore, Henry W. Murphy, George W. Nelson, Harold V. Nerney
1926 — Boyd Dunbar, James J. Fahey, Arthur W. Fallis, John H. Francis, Paul F. Hackett, William A. Halliden, Henry J. Hassett, Elwyn W. Hersey, Frederick D. Hoitt, George F. Hudson, Marshall W. Jones, Charles E. Kimball, Ernest A. Lewerenz, John S. Loring, Harry W. Merchant
1927 — Robert H. Davis, Prescott L. Dixon, Kenneth E. Doolan, Kenneth B. Glover, Arthur E. Lawson, P. MacDiarmid, James D. MacDonald, William F. Nelson
1928 — William N. Davis, Clark D. Doran, Malcolm W. Downie, John E. Forrest, William F. Goldsmith, William H. Haywood, Albert C. Hodson, Lawrence N. Holmes, Irving O. Johnson, Raymond C. Kidd, George C. Krook, Ernest G. Leavitt, Charles E. Mabee, Gerard M. Normand
1929 — Donald P. Dana, George M. Duke, Herbert W. Dunham, Eric Ernst, Leo J. Fay, James A. Frew, Francis M. Hannigan, Weston T. Healy, James H. Hill, Homer R. Hoton, Samuel E. Johnson, George H. Kinsman, John B. Knight, Jr., William A. Leary, Peter J. MacCurrach, Roderick H. MacKenzie, Hugh O. Magarian, Robert E. McIntosh, Charles G. Merry, Allen M. Moyer, John J. O'Connor
1930 — George N. Davies, Charles A. Davis, Russell Dickinson, William F. Donlevy, Alison M. Ellis, George B. Entwistle, Wilfrid J. Garner, Jr., Melvin F. Healy, Joseph P. Ingram, Charles A. Kacocha, Alfred E. Knapton, Aarne E. Koskela, Austin W. Lunt, Leithwood L. MacLean, Peter R. Maziarz, Everett L. Morgan, Frederick R. Noyes
1931 — William G. Driscoll, Joseph F. Fortunati, Jr., Raymond R. Freeman, Jr., Everett E. Holt, Richard W. Irving, Warren E. Jarman, Alwin C. Jones, Paul J. Kenney, Robert T. Kiely, Herbert W. Knowlton, John S. Little, Clifford G. McKeon, Harold R. McPhee, Joseph H. Mundy, Adelbert G. Munro, Nels P. Nelson
1932 — Warren B. Folle, Robert K. Forsey, Harold Hansford, William D. Hemeon, William H. Ingram, Chesley W. Lumbert, James J. MacDonald, Neil MacDonald, Edward R. McGowan, Ernest M. Melbye, William R. Montgomery, Thomas A. Neil
1933 — Aurelio A. DaSilva, Vincent E. Dougherty, William R. Elms, Richard D. Evans, Jr., Thomas P. Farrell, Kermit W. Fogg, James F. Gafney, John P. Gately, Ralph E. Gervais, Newell J. Gilman, Joseph D. Healy, William C. Jakeman, Arthur J. Joyce, Martin D. Keefe, Jr., Kenneth G. Knox, William H. Lamb, Arthur W. Lapine, Frederick A. Macher, Victor B. Magnuson, Philip W. Mallard, Alfred C. Mehegan, Carl M. Molitor, John A. Nichols
1934 — Eric B. DeMille, Victor S. Dingle, Thomas D. Donovan, Stephen J. Dranka, John M. Foley, Olavi Helin, John R. Hickey, Arthur C. Hillner, J. Hodgson, John H. Holden, Charles R. Howell, Thomas A. Jagling, James M. Johnston, Charles E. McCray, Jr.
1935 — Conrad W. Fisher, Jack Gesmundo, Abraham R. Gifford, Willard D. Hoyt, Lawrence S. Johnson, Herman Kastberg, Robert M. Kelly, Veikko I. Lahti, Charles E. Lewis, Richard F. Ludden, William E. Martel, Chester L. Mifflin, William H. Mills, Jr., Edmund F. Moran, Jr., Joseph C. Murphy, Ralph W. Nichols, John E. Olson
1936 — Walter K. Davies, James J. Dawson, Chester J. Forsythe, John H. Gallagher, Howard B. Jackson, Anthony Kudlay, Gordon B. Milner, Edward Novak
1937 — Edwin B. Dexter, James A. Donnelly, John R. Edmands, John A. Elder, Robert G. Fraser, Thomas H. Greany, Jr., Robert W. Hallett, Holland M. Hathaway, Louis S. Hathaway, Willis M. Hayden, Jr., Joseph Herlich, Anders S. Hiorth, Martin B. Hurwitch, George E. Iliffe, William T. Kennedy, Clifton S. Kuechler, Peter W. Larsen, Francis A. Litchfield, Nathan W. Littlefield, James F. Moore, Carl J. Nath, Richard V. O'Neill
1938 — John L. Dumoulin, Roger B. Gilman, Elijah R. Howe, Theodore T. Lingham, F. Lord, Roy E. Luken, Robert H. Macomber, John P. McKenna, Douglas S. McLeod, Harold F. Millar, John Milo, Albert Moore, Van H. Morris, Joseph W. Nolan
1939 — James J. Gechan, Jr., John E. Gilleland, Jr., Paul Green, Robert E. Hall, Sidney B. Hodges, George A. Houghton, Freeman K. Johnson, Louis F. Laforel, Robert D. MacGregor, Hugh T. McLeabe
1940 — Arthur J. Deschamps, Lewis S. Eaton, Kenneth Fisher, Donald J. Fitzgerald, Samuel B. Folsom, Walter S. Foster, Arnold E. Hartford, Wallace A. Howes, Jr., Edward J. Lavelle, Francis A. Massey, Jr., Charles R. McLoud, Kenneth L. Mignacca, Frederick P. Nyhan, Paul D. O'Brien, Stanley N. Ohlin
1941 — Arthur H. Dragon, John F. Graham, Howard R. Hicks, William R. Howe, David H. Johnson, Waldo H. Kingston, Malcolm E. Light, Philip Marcus, Joseph M. O'Dowd
1942 — Edward A. Field, John T. Finnessy, Martin J. Forrest, Jr., Andrew E. Gibson, Henry L. Gorczyca, Francis J. Greatchus, William B. Havey, John A. Hawkins, William E. Hopkins, Warren C. Johnson, Charles J. Johnson, Jr., Stuart L. Morrison, Harold A. Olsen
1943 — John A. Davison, Jr., Francis T. Defrates, Roger W. Edes, Robert J. Fay, Donald D. Ferguson, Herbert C. Friese, Jr., Ralph K. Goodwin, Kenneth G. Harrington, Warren M. Holt, George J. Jacovides, Ivan A. Johnson, Webster A. Johnson, Edward G. Kelley, Peter J. Kimball, Frank G. King, Jr., Donald M. Kinley, Waldemar T. Kmiec, Edward P. Kowalski, Karl H. Krauss, Robert E. Long, Warren E. Loring, John O. Lowe, John J. Malone, Jr., Peyton C. March, Lawrence C. Markey, Edwin D. Mayo, James W. McAliley, Emmett G. McCarthy, Thomas J. McDonough, Robert F. McNamara, Vernon T. Meador, Borden A. Mosber, John F. Mullen, James M. Murphy, John G. Nathan, Carl H. Nilsen, John J. O'Brien, Jr., Robert H. O'Keefe, Justin F. O'Leary, Edward J. O'Leary, Jr.
1944 — John P. Dewhurst, David A. Donohue, John J. Downey, Walter E. Dudley, Jr., Alfred T. Ela, Ernest R. Feroli, Robert N. Fifeld, David S. Fleming, Murray L. Goldberg, Charles F. Hale, Oliver S. Hawes, III, Robert J. Hemeon, Edward C. Higgins, Jr., Robert H. Hoseason, Edward J. Hughes, Guy A.

Lamarch, Frank C. Lawler, Sawyer W. Lee, Norman G. Lewis, Edward D. Likas, John J. MacKinnon, William G. Manning, Perry A. Marston, Jr., John J. McLedlough, Jr., Philip F. Molloy, Neal R. O'Hara, Jr., John E. O'Neil, Irwin M. Oliver

1945 — Thomas F. Daly, John O. Derbogosian, Jerry Devico, Joseph M. Divine, Raymond Drapeau, Milton D. Goldberg, Kenneth Gott, Robert S. Gregg, Bradford Hawes, Frederick N. Holbrook, Richard B. Howland, George G. Howland, Jr., Edward Isenberg, Francis W. Jacobanis, Henry M. Johnston, John W. Kapples, Charles D. Kelley, Richard V. Keys, Anthony V. Krochalis, Paul H. Lawrence, Marbre P. Le, Maurice F. Levy, Glenn H. Lohnes, William R. Martin, Robert S. McCarthy, Barrett J. McInerney, Stewart W. Millar, Allen P. Miller, Jr., James A. Morris, Jr., James V. Murphy, Jack Nelson, Donald C. Nesmith, Thomas K. O'Connor, Anthony R. O'Malley

1946 — Philip O. Desmarais, Frederick H. Johnson, Robert D. Kokins, Harold Kravit, Joe Maloney, Thomas F. McKenna, John B. O'Neil

1947 — Paul Dechellis, Alvin C. Edwards, William Flynn, Maxwell L. Gruber, Paul A. Johnson, Ralph J. Klein, Lester H. MacLean, William F. O'Donnell

1949 — Gerald E. Downs, Gordan B. Lawry, Wilfred J. Lelievre, Joseph F. O'Connor, William N. Olson

1950 — Roger D. Freedman, Ralph H. Gerbrands, Roland G. Gould, Stanford W. Hammond, James McLoughlin, John P. Oleksey, William D. Panora

1951 — David E. Howes, William C. Menzler

1952 — Nathan C. Holway, Arthur E. Loubris, Roger P. Minville, James J. O'Connell

1953 — James J. Dagdigian, John E. Donovan, Joseph G. Dumas, Harold W. Fink, Fred F. Hankey, Joseph D. Harrington, J.K. Hassett, John E. Hathorne, Leo Jacobs, Alfred R. Kenyon, James C. Lawler, Paul B. Lessard, Raymond E. Lewis, Robert E. May, Roy C. Moffett, Francis I. Mycue, John G. Nedder, John O'Neil

1954 — Edward D. Johnson, Warren W. MacCallum, Jr., James R. Murphy

1955 — Armand E. Ducharme, Brian E. Fitzpatrick, Roy Ford, Alan L. Foster, Peter L. Galanis, John P. Halligan, James A. Hannon, Joseph F. Kochanowicz, William A. Korpela, Peter G. Marston, Anton Moore

1956 — John W. Edwey, John F. Fitzgerald, John P. Hemmalin, Donald R. Johnson, James P. Johnson, Richard W. MacDonald, James B. Mulqueeny

1958 — Robert I. Donnellan, John D. Dowd, Kenneth H. Fisher, Paul D. Harrington, Chester F. Keane, William J. McDonough, Karl L. Meyer, James O'Neil, Robert J. O'Connell

1959 — Coleman J. Mulkern

1960 — Roger A. Fredette, Joseph V. Gavin, Jr., Ralph O. Hill, John Horgan, Raymond G. Jefferson, John T. McGee, John E. Morris

1961 — Walter A. Dempsey, John R. Deschamps, Cormac J. Dillon, Robert J. Donahue, David S. Dwyer, Theodore J. Farrell, Alfred L. Farrell, Jr., Frederic J. Grady, William D. Jones, Gerald S. Korin, Anthony J. LaPreste, Lawrence M. Lynch, Douglas M. O'Leary

1962 — Michael H. Dennis, Ernest S. Dewis, John W. Doherty, Jr., Edward P. Haley, Carl E. Hindle, David L. Howes, James J. Mooney, Jr.

1963 — Richard P. Duprey, Roger A. Granger, Gerald A. Harkins, William B. Hoey, Dennis W. Huyghe, Peter B. Meuse, Joshua E. Moders

1964 — Leo F. Flanagan III, John J. Jarzobski, Jr., David E. McNeil

1965 — James G. Dainis, Anthony P. Felos, Jr., John W. Finley, Timothy F. Manning

1966 — William J. Frappier

1967 — Robert W. Gunning, Warren T. Harrington, James E. Hickson, Anthony F. Ilacqua, Lawrence Izzo, Paul G. Lucas, Roger W. Montembault

1968 — Wynn F. Deschamps, Robert H. Ford, Thomas J. Hamerly, Timothy F. Hayes, Robert H. Kenyon, Lawrence A. Kiedel, Gregory J. Kopcak, Arthur J. Levesque, Edwin F. Macomber, Bruce McDonald, Steven J. Mulak, Leonard P. Murphy, Robert D. O'Meara

1969 — Henry A. Davoli, Robert A. Dow, Peter A. Hardy, Mitchell L. Kilgore, Brian J. Maguire, Roland G. Mallett, Timothy F. Miskill, Christopher V. Ormsby

1970 — Mark W. Foley, Jay W. Frank, Christopher P. Gallivan, Dana S. Jordan, Kris J. Karandy, Christopher C. Kelly, Philip E. Lakascyck, Frederick B. Mayer, David E. McDevitt, Peter J. O'Beirne

1971 — Gerald S. Dalzell, Joseph T. DiPietro, Gregory W. Driscoll, Wayne L. Edwards, John J. Glancy, David J. Goulet, Walter L. Goyetche, Stephen H. Gray, Joseph P. Landrigan, Dennis M. Maguire, Robert J. McCarthy, Timothy J. McCarthy, Dana R. Mortimer, David J. Nicoll

1972 — A. Dyson, Leonard T. Freitag, Paul F. Gavin, Jr., Bruce A. Jillson, Dana C. Keyes, Jr., Gary M. Levesque, Jonathon E. Mayhew, John M. McAdam, Charles R. Menzel, Gary R. Morse

1974 — John P. Galvin, Christopher P. Kerins, Joseph Krystofolski, III

1975 — E. Fernandez-Sierra, Michael C. Hall, John M. Hickey, Robert C. Hillery, Mark Kastius, George J. Lyman, Rob MacGregor, Michael H. McCabe

1976 — David Denietolis, Paul H. Dennis, William S. Dewitt, Richard Doherty, James R. Dooley, William Gosselin, Mark R. Hallahan, Frederick C. Hugill, Carl R. Lindquist, Julius Lulley, Yasser M. Marzuq, John R. McAloney

1977 — Michael F. Duarte, Wayne E. Fellows, Patrick J. Gillen, George E. Harris, Roy A. Jaruk, William F. Keller, Peter J. Marshall, John F. Nicoll, James M. Olson

1978 — Geoffrey P. Dunlop, Michael J. Fauvell, Frederick L. Freeman, Duane S. Fulmer, Gary K. Herendeen, Khaleel E. Hussain, Louis J. LaCava, James F. Lariviere, Thomas J. Looby, Robert W. Madden, Robert S. McKillop, Kevin P. O'Halloran, Chinedum N. Obike

1979 — Peter J. D'Anjou, Daniel F. Davis, Scott J. Depersis, John D. Dooley, Richard T. Dunn, Douglas M. Emery, Robert B. Harris, Ralph E. Helms, David N. Jenkins, Rolando N. Jurado, Donald A. Koslow, Craig W. Lamkin, Leo S. Lokopwe, Richard E. Lyall, Daniel McGuiggan, David M. Morrow, Brian J. Norton

1980 — Keith W. Duggan, Emmanuel C. Ikpo, John M. Keller, Alan P. Lepore, Michael F. Lyons, Jeremiah T. McCarthy

1981 — Richard A. Deveaney, Joseph M. Donnelly, John J. Gallagher, Kenneth L. Giacomuzzi, Rex Jansen, Daniel Kelley, Michael D. Kenney, James E. Lambalot, Randall H. Macy, Paul B. McCarthy, Patrick J. McCormack, Paul J. McGourty

1982 — Matthew J. Garside, Shaun R. Golden, Stephen M. Hanlon, Bruce A. Kay, David E. Noyes

1983 — Sandra J. Daignault, Edward F. Deldotto, Jr., Timothy A. Delong, Andrew J. Graham, Donald F. Igoe, Christopher Losordo

1984 — Mark F. Hayes, Robert N. House, Jr., David T. Keenan, Robert B. Sholler

1985 — Timothy J. Doherty, Reginald Fitzgerald, III, Julie McMichen

1986 — Jonathan D. Humphrey, Morris Y. Kennedy, Jankoba Sambola, II

T·A·P·S

In response to our last issue, families, friends, and classmates have notified us that the following alumni are no longer living.

1922 Edward C. Beatson
1923 Edson B. Cates
1926 Walton C. Crouse, Herbert Hooper, John A. Rooney
1928 Vitty C. Bulwich, Richard G. Copeland
1930 Arthur L. Brouillet, Carleton H. Clogstone
1931 Bernard E. Connors
1934 Arthur E. Champeau
1935 Lester Gawlocki, Kenneth W. Swain
1937 Frederick W. Bowden
1939 Donald G. Allen, George W. Alther, Jr., Leon A. Burkett
1941 Coucetto Auditore, Edward Carson
1944 James S. Churchill, Jr., Thomas M. Clancey
1946 Herbert Anderson, Adolph Malinowski
1947 Charles Brock, Alan S. Garon, Daniel R. Kinnaly, Alfred H. Walter
1950 Richard C. Prentice
1951 Norman H. Currier
1955 Lee A. Cueroni
1956 Charles Cashman
1957 Charles W. Broadbent III, Neil J. Dutfley, Joseph F. Lach, Robert K. Taylor
1959 Ralph A. Cutter

New Faces: Chief Engineer Butler *(left)* and Admissions Director Skinner aboard *Patriot State*.

NEW FACES

There have been two key personnel changes at MMA. William J. Buttler, Jr. assumed the duties as *Patriot State*'s Chief Engineer. Chief Butler graduated from MMA in 1963 and has been sailing as a licensed marine engineer since that time. He holds an Unlimited Chief Engineer's license in both steam and diesel. His last position was that of Chief Engineer aboard the MV *American North Carolina*, a newly-built containership for United States Lines. He has resided by the Cape Cod Canal for 40 years. Chief Butler succeeded Captain Peter Watson who resumed teaching and is currently Chairman, Marine Engineering Department.

The Academy also welcomed James M. Skinner as the new Director of Admissions. Commander Skinner comes to the Academy with 17 years of experience in the private college sector. His most recent position was that of Director of Admissions, Upsala College in New Jersey. His specialty is marketing/management related to admissions, and he has already created new approaches which are being undertaken to bring about a strong growth in the enrollment of well-qualified students. CDR Skinner has succeeded Fred Peterson who took a position elsewhere.

TRAINING CRUISE HEADS FOR THE SUN

The student body will embark in *Patriot State* and depart Buzzards Bay on Sunday, January 3, 1988, for the annual training cruise. Ports of call: Fort Lauderdale, Florida; Bridgetown, Barbados; Tenerife, Canary Islands, Spain; Naples, Italy; and Palma de Mallorca, Spain. Cruise will end in Buzzards Bay on March 5.

ROGER E. CARON
Honored Posthumously

Shock had run through the campus last March when it was learned that Professor Roger E. Caron was dead at 46 of a heart attack.

He had graduated from MMA in 1963 as top cadet officer and had risen to Chief Engineer with Moore-McCormack before returning to his alma mater in 1973 to teach.

He earned national recognition as author of *Marine Engineering Study Guide* in four volumes which ran through seven editions. He was consultant, publisher, naval reservist, and the recipient of numerous awards. But mostly, he will be remembered by thousands as an inspirational leader and an energetic doer—a man to respect.

The MMA Alumni Association named him Alumnus of the Year for 1987. During graduation ceremonies in July, his widow Maxime Kenner Caron, accepted the posthumous award on his behalf amidst a long-sustained and emotional standing ovation. R.I.P., Roger Caron.

CADETS IN COMMERCIAL SHIPS

"I feel the commercial shipping program is the pinnacle of the learning process at Massachusetts Maritime Academy," says Cadet 2/C Todd Covini who recently sailed aboard the *Italia* with classmate, Frank Celino. These two cadets, along with 150 other cadets, were selected and assigned berths aboard a wide range of ships, mostly U.S. flag vessels. This gave them the opportunity to enhance all they had learned in the classrooms. The men and women of the Academy, eager to practice and to learn new skills and techniques, were paid $480 per month ($16 per day). The shipping firms also provided bed and board plus transportation costs which, in many cases, were quite hefty. A number of cadets joined their vessels in Mediterranean countries such as Spain, Italy, and Greece. Still other cadets were assigned vessels right in their own back yards (Boston) which had the advantage of starting the accumulation of seatime right away as contrasted to the cadets who had to travel a full week before they even stepped foot on the gangway (Sydney, Australia).

The primary purpose of the commercial shipping program is to learn the practical aspects of the trade. Each cadet is issued an extensive academic sea project that he/she is to complete at the end of his/her voyage for a grade and credit. This program, moreover, provides our cadets with a significant advantage over other state college students — vast travel experiences, cost free.

At the conclusion of last spring's semester, six fortunate cadets were selected for assignment to Energy Transportation Corporation's ships carrying liquid natural glass (LNG). They were flown from Boston to Tokyo, and then they traveled to a variety of Japanese seaports. Their assigned ships then sailed to Indonesia for loading. The cadets not only

learned the operations of a vessel but had the opportunity to visit a "third world" country and to see first-hand many cultural differences. Most cadets return to the Academy with fascinating personal sea stories of their own — tales of visiting people living in grass-thatched huts and sampling exotic foods. Some cadets even speak of culture shock, but none regret it. The cadets also had an opportunity to witness different political systems, to exchange ideas, and to develop an increased appreciation for the good old USA. It would be difficult to place a "tuition" value on this accelerated and concentrated personal growth, which might otherwise take years to achieve.

This experience has made the Massachusetts Maritime Academy cadet a better citizen and more understanding of world problems and the complexity of world commerce. Moreover, as our cadets go down to the sea in ships, they return to us as prospective middle-to-upper class bracket tax-paying citizens — a good return on Massachusetts taxpayers' investments.

The Class of 1991 will soon become known and celebrated as MMA's Centennial Class. In this photo, led by the Regimental Cadet Officers, the class is passing in review during ceremonies at the end of the annual two-week indoctrination in August. President John F. Aylmer, aware of the rigorous course and tasks they have mastered, returns their salute with pride.

Completing indoctrination were 188 fourth classmen (including eight women) from thirteen states, England, Malta, and Panama. (A transfer student from Ghana also went through indoctrination.) This represented an increase of fifteen over last year.

Vice President George Bush, on the presidential campaign trail, visited the MMA campus on November 10 for a question and answer session. Here he is pictured in Alumni Gymnasium with Admiral Aylmer and Cadet 2/C Stephen Hryshchyshyn. On the question of the skyrocketing cost of college education, Mr. Bush responded with his proposal for a savings bond program with income tax exemption features. In 18 years, by saving $25 per month, parents could accumulate funds necessary for a state college education; and at $125 per month, funds for a premium private college education. On the question of shipsharing (see page 14), Mr. Bush admitted he was not familiar with the problem but stated, "I just can't imagine taking away a training ship that is maintained by your people."

TRIVIA QUIZ

What famous ship housed the Academy's first gymnasium?

Answer: The U.S.S. *Constitution*. During the early years, the Academy's training ship was the Academy: dormitory, dining hall, classroom, but not its gymnasium. First *Enterprise*, then *Nantucket* were berthed with the *Constitution* at the Boston Navy Yard, Charlestown. The yard's commandant, Commodore Henry L. Howison, established a gymnasium in "Old Ironsides" for the Academy's cadets' physical fitness. The cadets returned the favor from time to time by making sails for the *Constitution*.

In this undated photo, the cadets are paraded at quarters with *Nantucket* and *Constitution* in the background. Does anyone know when this photo was made (probably, but not necessarily between 1918 and 1941)?

MMA CONFERS DOCTORATES

George L. Roscoe '32

Frankland W.L. Miles, Jr. '45

Richard M. Scudder '46

Paul F. McCarthy '54

Four distinguished alumni received honorary Doctor of Public Administration degrees during July commencement exercises.

Captain George L. Roscoe '32, Dover, has worked more than half a century in maritime shipping including service as master of cargo vessels and training ships, naval officer, navigation professor, National Cargo Bureau surveyor in charge, Great Lakes and Port of Baltimore, and Deputy Chief surveyor, Atlantic Coast. He is currently a marine consultant and cargo surveyor in Boston.

Frankland W.L. Miles, Jr., Esquire '45, Duxbury, practices law in Plymouth with his brother and partner, John '47. He is past president of MMA Alumni Association, Trustee of MMA Foundation, member of MMA Board of Visitors, and was the first chairman of the Board of Trustees at the Academy. He also graduated from Harvard College (1949) and Boston University Law School (1952).

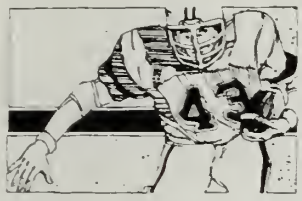
Richard M. Scudder '46, Hyannis, is President and Chairman, Hyannis Harbor Tours (Hy-Line); Director, Cape Cod Bank and Trust Company; and Chairman of the Board, Scudder-Taylor Oil Co., Hyannis. A lifelong resident of Barnstable County, Mr. Scudder has been a seafaring enthusiast ever since graduation when he sailed world-wide as an officer in the merchant service. He is currently active in numerous, varied community organizations on Cape Cod.

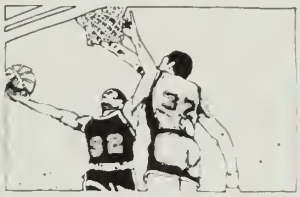
Vice Admiral Paul F. McCarthy, U.S. Navy '54 is Director, Research, Development, and Acquisition, Office of the Chief of Naval Operations, Washington, D.C. He has commanded numerous surface ships, aviation units and, until recently, was Commander of the United States Seventh Fleet, one of the Navy's four fleets, and was responsible for naval operations throughout the Western Pacific and Indian Ocean. He is a highly decorated veteran of more than 260 combat missions.

That this year's honorees are all alumni is a unique coincidence — the first time. In recent years, honorary doctorates have been conferred on both alumni and non-alumni as well — distinguished public figures such as Jacques Cousteau, Speaker Thomas "Tip" O'Neill, Ted Turner, and Governor Edward King, to mention a few.

Congressman Gerry Studds *(right)* on campus in October to support activities of The Coalition for Buzzards Bay, a non-profit organization promoting the clean-up and preservation of the Bay. Also pictured are George Hampson, Acting Coalition President and Admiral Aylmer. MMA provides office space for The Coalition.

Whale watching became easy at MMA this year when a mother right whale and her calf, transiting the Cape Cod Canal, passed within view from the campus.





Sports

FALL SEASON
A Roller Coaster Ride for MMA Football

Senior Co-Captain Joe Nitti, Scotch Plains, New Jersey, puts pressure on the Westfield State Quarterback.

The Buccaneer football team began 1987 with a 17-0 loss to pre-season conference favorite, Curry College, at home on September 19. The Buc defense played tough as expected, but the lack of offense (which was a concern coming into the 1987 schedule) would prove to be a problem for Coach Ruggeri and his staff all season. The all-important battle for the Admiral's Cup with arch rival Maine Maritime was played in Castine on the second week of the season. The defense held again, allowing the Mariners only ten points, and the Bucs were able to muster enough firepower to retain the Cup by a 22-10 score. Returning home on October 3 for the annual Parents' Day festivities, the cadets dropped a close 14-10 decision to the visiting Bisons of Nichols College. The loss was a heartbreaker, coming by way of a Nichols touchdown pass in the last two minutes to put the Bisons ahead for good after trailing 10-7 throughout most of the fourth quarter. MMA again saw an early lead dissolve against Westfield State on October 17. The Bucs led 9-6 at halftime of the 1987 Homecoming only to give up 30 second-half points and fall 36-16. With a 2-3 record and injuries mounting, the cadets and coaches of MMA prepared for the Cranberry Bowl game with Bridgewater State on October 24. After falling behind 17-0 in the first half, sophomore quarterback Chris Nardone rallied MMA for 18 unanswered points and the 18-17 victory. Nardone was named winner of the Lee Harrington Award as the Most Valuable Player in the game. The passing combination of Chris Nardone to Mike Redfearn was too much for the host, Framingham State Rams, on the seventh Saturday of the season as sophomore Nardone hit Redfearn on passes of 44 and 50 yards for touchdowns. A strong defense and a ball-control game by MMA in the second half accounted for the 28-7 final score and the Buc victory. Thus the young Bucs entered the final week of the 1987 season with a 4-3 record but a 3-1 NEFC South Division mark. A win over the Lancers of Worcester State would have put MMA in a first ever NEFC title game on November 14 against North Champion Plymouth State. At the half, it looked as if the visiting Bucs would be in the championship as they held a 12-0 lead and had the Lancer offense shut down. The second half was entirely another story as the Lancers would score 31 points before MMA could salvage a late touchdown with the clock winding down. The final 31-18 score ended the '87 season for a young but game squad. MMA will return eight starters from the '87 defense and six on offense when the '88 season begins. The 4-4 overall and 3-2 conference records in '87 were a credit to the young players and coaching staff who did it the hard way — on a roller coaster.

Cadet 3/C Jim Craig finishes fourth in a four-college varsity cross country meet hosted by MMA on October 31st alongside the Cape Cod Canal.

Lady Buccaneers: Not Ordinary Girls

Senior Co-Captain Becky Fuchs returns a serve in action against Southeastern Massachusetts University.

The 1987 Women's Volleyball Team at Massachusetts Maritime Academy is more than a story of wins and losses. With a total female enrollment of 21, it is a mystery that the program even survives. But it not only survives, it flourishes. The '87 roster lists thirteen members, well over half the women enrolled in MMA. Attendance at daily two-hour practice sessions is 100%. Practices are spirited sessions under second-year head coach, LT Fran Fermino. Boasting only one senior, Co-Captain and four-year player Rebecca Fuchs of North Orange, MA, the women of MMA faced a six-week, seventeen-match schedule. Two of the colleges of the '87 schedule (schools with much larger female enrollments) were forced to cancel matches against MMA, because they discontinued programs in mid-season due to lack of player interest. The Lady Buccaneers met every commitment on their schedule, winning some and losing some, but all against colleges with hundreds or thousands of women enrolled.

How does a school with only 21 women in attendance even begin to field a competitive program? LT Fran Fermino, Company Officer and U.S. Marine Corps veteran, has some of the answers. "These are not ordinary girls. They're way beyond ordinary. They come to this school with a competitive nature, maturity, and established goals. Some of these girls have never played volleyball before this year. The team brings them together, and that togetherness seems to carry over to their dormitory life. We have a "no cut" policy on the team. All we ask is that they show up at practice each day and are willing to learn." Co-Captain Becky Fuchs had similar thoughts, ". . . there are enough pressures in school. We need an outlet, and Varsity Volleyball is that outlet for us. It's one thing we can do together. It's something we can call our own." What would Fuchs' reaction be if it were suggested that the Academy shouldn't sponsor volleyball due to its small female enrollment? "We'd be screaming to the powers that be that we need this activity very badly." Assistant Athletic Director Skip Thompson agrees with Fermino and Fuchs, but he has a little more to add. "I think Coach Fran Fermino is a much bigger factor in the success of the program than he will admit. He provides the motivation and the spirit of the program. He is an exceptional leader and, probably equally important, he makes it fun." It is safe to say that whatever the schedule or the ability of the opponent, MMA will sponsor Women's Varsity Volleyball as long as there are at least six girls to take the floor.

Racquetball. Cadet 4/C Christian Cutter (foreground) and Cadet 4/C David Fredriksson "breaking in" the new multi-purpose courts in Alumni Gymnasium.

MMA 1988 Baseball Schedule

Date	Opponent	Day	Time	Place
Mar. 22	Wentworth College	Tues.	3:00 P.M.	Home
Mar. 26	Coast Guard Academy	Sat.	Noon	Away*
Mar. 30	Anna Maria College	Wed.	1:00 P.M.	Away*
Apr. 5	Salve Regina College	Tues.	3:00 P.M.	Away
Apr. 7	Brandeis University	Thurs.	3:00 P.M.	Home
Apr. 9	Bridgewater State	Sat.	1:00 P.M.	Away*
Apr. 10	Westfield State	Sun.	1:00 P.M.	Home*
Apr. 13	Curry College	Wed.	3:00 P.M.	Away
Apr. 16	Framingham State	Sat.	Noon	Home*
Apr. 17	North Adams State	Sun.	Noon	Away*
Apr. 19	Suffolk University	Tue.	3:30 P.M.	Home
Apr. 21	S.M.U.	Thurs.	3:00 P.M.	Away
Apr. 23	Fitchburg State	Sat.	1:00 P.M.	Home*
Apr. 24	Worcester State	Sun.	1:00 P.M.	Away*
Apr. 26	Wentworth College	Tues.	3:00 P.M.	Home
Apr. 27	Coast Guard Academy	Wed.	7:00 P.M.	Home
Apr. 29	W.P.I.	Fri.	3:00 P.M.	Away
Apr. 30	Salem State	Sat.	1:00 P.M.	Home*
May 6	Eastern Nazarene	Fri.	3:00 P.M.	Away
May 7	U.Mass/Boston	Sat.	1:00 P.M.	Home*

*Double-header

MMA 1988 Lacrosse Schedule

Date	Opponent	Day	Time	Place
Mar. 31	Bentley College	Thurs.	3:00 P.M.	Home
Apr. 2	Westfield State	Sat.	1:00 P.M.	Home
Apr. 6	Assumption College	Wed.	3:00 P.M.	Home
Apr. 9	Nichols College	Sat.	1:00 P.M.	Away
Apr. 10	W.N.E.C.	Sun.	1:00 P.M.	Away
Apr. 13	Curry College	Wed.	3:00 P.M.	Away
Apr. 18	Babson College	Mon.	1:00 P.M.	Away
Apr. 20	W.P.I.	Wed.	3:00 P.M.	Home
Apr. 23	U.Mass/Boston	Sat.	1:00 P.M.	Away
Apr. 27	M.I.T.	Wed.	3:00 P.M.	Home
Apr. 30	Roger Williams	Sat.	1:00 P.M.	Home
May 7	Providence College	Sat.	1:00 P.M.	Away

Massachusetts Maritime Academy
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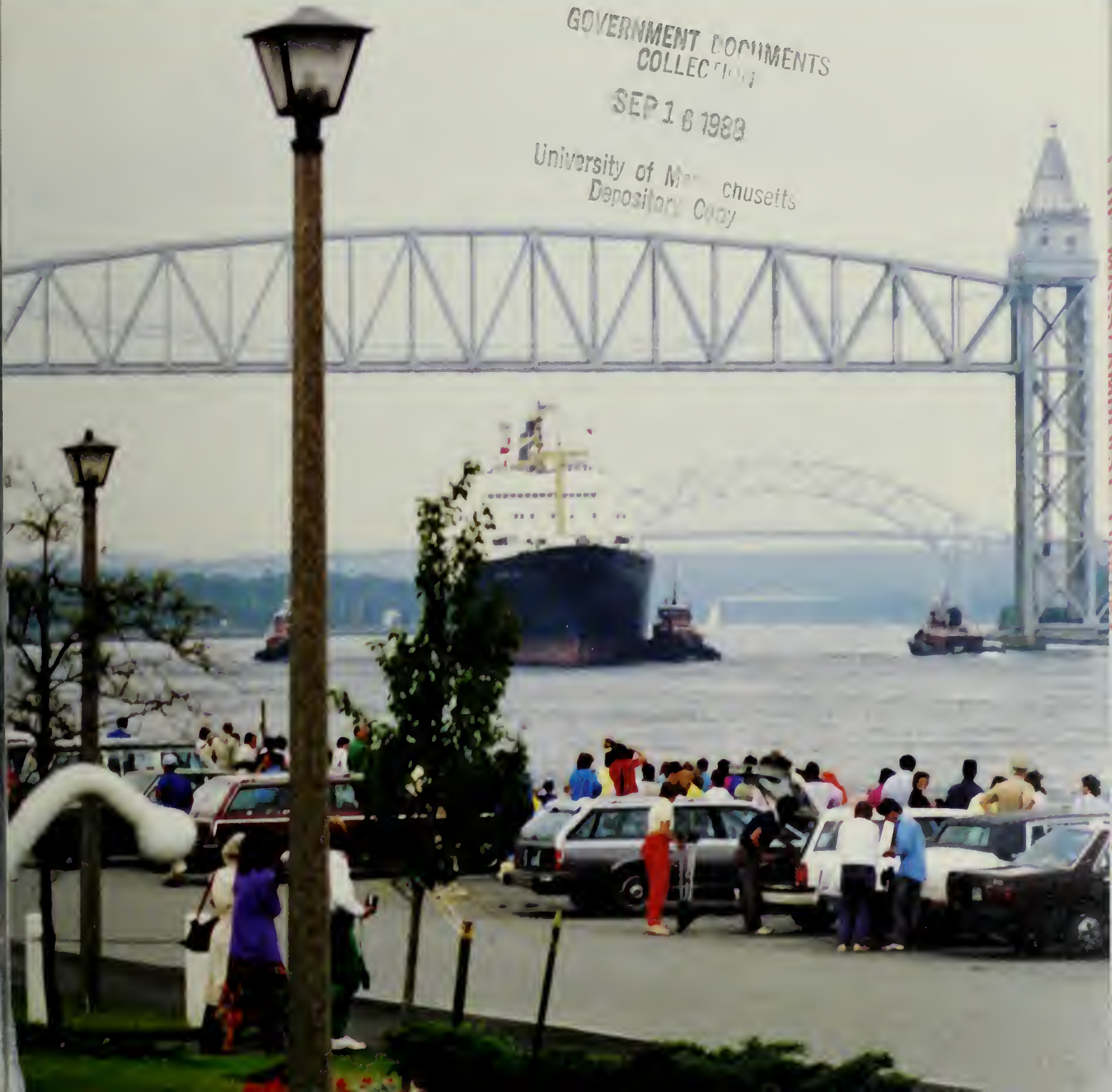

Massachusetts Maritime Academy

BUZZARDS BAY, MA 02532-1803

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Front Cover: Campus landmarks, the Railroad Bridge (foreground) and the Bourne Bridge, have provided a photogenic background ever since the Academy moved to Buzzards Bay in 1948. Here they frame the training ship *Patriot State* returning from Europe to a joyous reunion with family and friends on campus.

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The President's Message

The mysteries of the sea have always fascinated and challenged man. One such mystery surrounds the treasure that lurks on and under the floor of the sea. Some treasure was placed there by the Creator, but the most intriguing treasure was placed there inadvertently by man. How many great galleons loaded with treasure have gone under? Where are they? Why are they so hard to find? Ken Kinkor tells us about one of the successful attempts in his article *Of Witches and Pirates*.

Another mystery shrouds the early explorers of the sea. So little is known about those intrepid men who set out in all manner of vessels: tall sailing ships, tiny catamarans, kayaks, and even in barks made of papyrus. Certainly, the Portuguese were among the first and foremost of the world explorers, but Portuguese historians have long felt that the world has failed to give them sufficient credit for early penetrations into the western Atlantic. In *The True Antilles*, Dr. Manuel da Silva gives a Portuguese point of view.

A third mystery — and perhaps this is said with tongue in cheek — is the mysterious disappearance from the seas of the once great American merchant marine. Perhaps it's not so much a mystery as a curiosity but, in any case, it is a matter of fact, a worrisome fact that thousands of responsible Americans are now pondering. The article by Vice Admiral Walter Piotti lays out a U.S. Navy viewpoint.

Institutions of higher education have a major role in pushing forward the frontiers of knowledge, solving problems, and even solving mysteries. From an institution that specializes in things maritime, I am pleased to present this issue which touches upon some of the "mysteries of the sea." Enjoy!

John F. Aylmer

John F. Aylmer '57
Rear Admiral, USMS

★★
EDITORIAL
★★

Merchant Marine and Defense

Since our last issue, the Commission on Merchant Marine and Defense has published its recommendations. The Commission "found clear and growing danger to the national security in the deteriorating condition of America's maritime industries." As dangerous as the situation is today, the Commission predicted that without bold action to reverse the trend, "the number of merchant ships and seamen will be reduced by one-half by the year 2000." Accordingly, the Commission has recommended that:

- ★ the President state a national maritime policy,
- ★ the Congress enact meaningful subsidy laws to ensure competitive U.S. flag carrier service,
- ★ the Maritime Administration "procure and charter" at least twelve merchant ships per year over a ten-year period,
- ★ the United States strengthen existing laws and regulations and eliminate others to enhance the U.S. maritime industry.

Ho-hum! None of this could have surprised anyone. The Commission merely revocalized, officially, what the maritime industry has been crying, like Cassandra, for years. What is somewhat surprising is that the Commission was formed in the first place. It wasn't needed. It didn't "discover" anything new.

The Commission's findings and warnings sound like a page from the political platform and campaign rhetoric of 1980: "We must revitalize the American Merchant Marine." But it didn't happen. We have fewer ships, shipyards, repair facilities, and merchant mariners now than then. It seems, in retrospect, that the Maritime Administration was placed in the role of overseeing the dissolution of the U.S. maritime industry in the hopes that someday it would magically rise again from its own ashes like the mythical phoenix.

The recommendations need to be heeded. Ironically, we owe a debt of gratitude to the Administration and to the Congress for providing us, through the Commission, a vehicle and a blueprint that hopefully will be used by the next administration and the next Congress. It is probably too much to ask in this election year, as have the Commissioners, that something bold and courageous be done during the second session of the 100th Congress.

Some optimists say they see signs that the phoenix is already starting to rise; but can it rise, alone and unassisted, in time to meet America's economic and security needs? Can we afford to wait to see?

EDITORIAL

Veterans At Last

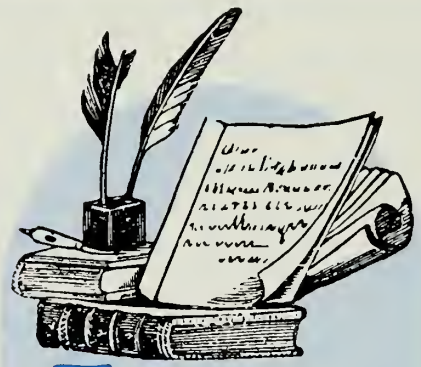
The wheels of justice sometimes grind slowly. After forty-two years, the merchant mariners of WWII have qualified for veteran status. Of 250,000 merchant seamen who served, an estimated 80-100,000 are still alive and eligible for VA benefits. Over 20,000 have already applied.

The merchant mariners took a terrible wartime beating. Only the Marine Corps had a higher per capita casualty rate. We lost 733 ships at a cost of 5,662 lives.

Why did it take forty-two years for the WWII merchant mariners to qualify for veteran status? It wasn't that the mariners didn't try. However, veterans' organizations, such as the American Legion, lobbied against granting veteran status because the merchant mariners had not sworn the serviceman's oath and because their pay was much higher than armed forces' pay. The merchant mariners, supported by organized labor, finally took their case into the courts.

This editor believes that the status the merchant seamen have won is richly deserved. Our high school class missed the WWII draft age by a matter of months. Many underaged classmates wanted to serve. One in particular tried to enlist in the Navy, but he was caught lying about his age. So, he joined the merchant marine, made several Murmansk runs, had his ship torpedoed, and returned home and to school. When he walked the platform to receive his belated diploma, he got the standing ovation of a hero's hero. Perhaps I feel the way I do because of him; but as a member of no less than five veterans' organizations, I welcome the merchant mariners into the ranks of veterans.

[To receive VA benefits, merchant mariners must contact the Veterans Administration (most phone books have a toll-free number under the U.S. Government listings), fill out a DD Form 2168, and mail it in. The VA offers a range of benefits, dependent on service: housing, pensions, disability, health care and burial.]



Letters

to the Editor and Publisher

Dear Admiral: Your editorial ["A Maritime Strategy," Fall-Winter 1987-1988] made a lot of sense, but I do want you to know that we "merchies" here in Washington do concern ourselves with the future of the U.S. Merchant Marine and its future in Strategic Sealift. Having been the Head, Maritime Affairs for the past four years, I have seen a steady increase in the awareness of our shortfall. That is not to say we have found a viable solution to correcting this situation; but we are making more people aware of this problem, both inside and outside government.

Francis X. Johnston '59
Navy Department,
Washington, D.C., Jan. 21

Dear Captain Johnston: Many thanks. Please keep the pressure on! Ed.

Dear Sir: In reference to your article on the *Nantucket* (ex-USS *Ranger*) ["A Century of Ships," Spring-Summer 1987], something interesting has occurred. The recently completed U.S. Navy Memorial in the heart of Washington, D.C. features as its centerpiece a bronze statue, "The Lone Sailor." Quoting from pages 42-43 of the commemorative book (*United States Navy Memorial: A Living Tradition*):

> "At the request . . . of the President of the Navy Memorial Foundation, Mr. Polich had his workers melt into the bronze for the Lone Sailor, artifacts from eight Navy ships . . . There is a piece of the USS *Ranger* commissioned in 1876 as the country celebrated its Centennial. She was an iron-hulled steamer but still depended on her full sail rig when cruising on distant stations. USS *Constitution* and USS *Constellation are here* . . . USS *Hartford* . . . USS *Maine* . . . USS *Biloxi* . . . USS *Hancock* . . . USS *Seawolf.*"

Every graduate of the *Nantucket* can stand taller knowing that his ship will live on, after he is gone, in a sailor's statue in our nation's capital on its main street.

John R. Cain '37
Dallas, Texas, Feb. 16

Dear Mr. Cain: Thanks! Read on. Four others have written about Nantucket. Ed.

Dear Admiral: The following is a page from my log (cadet fourth class) aboard *Nantucket:* "August 28, 1931. Homeward bound, Friday, 12th day at sea out of Funchal, Madeira. Lashed and carried, 4 A.M. Stood 4 to 6 lifebuoy watch, then turned to on the bridge. Quarters at 9:15. Study and seamanship with W.O. Sivertsen. Stood 12 to 2 P.M. lifebuoy watch. Math class with CAPT Rust afterwards. After studies, the motor sailer was lowered away for picture taking. Sea was calm with long swells. I was lucky to be in the party as a rookie. Got some great shots. Hope they come out. Stood the 6 to 8 P.M. lifebuoy watch. Turned in at

***Nantucket*, mid-Atlantic, 1931.**

8:30." This photo of *Nantucket* was taken with my Brownie box camera in mid-Atlantic that August afternoon in 1931. It was made into an official *Nantucket* Christmas card soon after.

Frederick P. Arold '33
Methuen, MA, Feb. 15

Dear Sir: In your last issue ["Trivia Quiz," Fall-Winter 1987-1988], you asked if anyone could determine when the photo of *Nantucket* was taken. It was probably in the early 1920's because, apparently, it was before she lost her bowsprit just after WWI. When I went aboard her in 1927, the steeve was greater than shown in the photo.

An alumnus '29
(Name withheld), Jan. 27

Dear Editor: I enjoyed Captain Bresnahan's reminiscences [Fall-Winter 1987-1988] of the *Charleston*. You may be interested in this brief reminiscence of my

years on the *Nantucket*. It was written many years ago.

I served (servitude probably better describes the relationship) aboard the *Nantucket* from March 1940 until the early spring of 1942. This was just prior to the ship's being turned over to the Maritime Commission and renamed the *Emery Rice*. Even today when I look at paintings of the old clipper ships with their billowing clouds of sail, there is no feeling of romantic enthusiasm but a remembrance of incredibly hard work and primitive living conditions which hadn't changed in the preceding 100 years.

We slept in hammocks and received one quart of fresh water per day while at sea to wash ourselves and our clothes. All of the fresh food for 120 cadets was stored in a compartment which was of equal size to that for the eight officers (which was none too big). As a consequence, I remember a time, anchored in Guantanamo Bay, when more than half of the cadets were laid low with dysentery. Some of the hazing of the fourth classmen, which was completely ignored if not condoned by the officers, was worthy of Captain Bligh.

My periods as a coal-passer (feeding the ancient Scotch boilers that powered the auxiliary engine) in an engine room with a pervasive aroma of coal gas and temperatures which must have reached 110°F quickly persuaded me that my future career was to be on deck.

However, it wasn't all bad. My shipmates were a truly wonderful group of young men. Most importantly, we were trained for the rigors of the war years which were immediately ahead. For me, this included endless hours of freezing cold on convoy duty in the North Atlantic, months aboard an ancient Hog-Islander as Second Officer with living quarters that no American ordinary seaman would tolerate today and, finally, when I had my own command (at the advanced age of 22 years) and running a ship with a crew who, if possible, were even less experienced than I. I recall one seven-month voyage where I was the only person on the ship who could sew canvas or splice wire. On the same voyage, as the baker's knowledge of baking was virtually non-existent, the Chief Steward, the baker, and I all learned to bake bread during the first few weeks after sailing for the South Pacific.

On balance, I wouldn't have missed the two years that I commanded the SS *Leonidas Merritt* for anything. I thought that ugly, slow, squat liberty ship was the grandest thing ever, and I have no doubt that but for the training on the *Nantucket*, I never would have made it.

Captain Andrew E. Gibson '42
Short Hills, N.J., March 4

Dear Arch: Of all the things you can say about the *Nantucket*, one thing is certain — she produced *survivors*. On September 23, 1941, at exercises in Boston's Faneuil Hall, twenty-six men were graduated from the Massachusetts Nautical School. Forty-five years later, almost to the date, precisely fifty percent of those twenty-six were able to gather in a warm, convivial, and memorable reunion on the campus of what their nautical school has become — the Massachusetts Maritime Academy. Over the weekend of September 26-28, 1986, joined by four members of the 1941 Spring Class, individuals (who, in some cases, had not seen nor heard from one another since departing from the *Nantucket* in that ominous fall of 1941) renewed the bonds that originally tied them almost a half-century before. Now chief engineers, masters, retired Navy and Coast Guard officers, ex-aircraft pilots, for a special weekend they reverted to the irreverent "raggedy arse" cadets of history.

There have been star-struck graduating classes — 1916 and 1917, perhaps. And who can imagine what it was like trying to find a job at sea (or any job) in 1930? But it was the Fall Class of 1941 that was dumped into a maelstrom barely ten weeks after graduation.

World War Two — and they survived it! They survived the *Leslie*, the *Tivives*, the *Charles Morgan*, the *Quaker City*, the *Staghound*, the *West Honaker*, the *American Leader* — all gone to the bottom. They survived countless convoys, endless voyages, weeks at sea, days at anchor, always and forever with the enemy just over the edge of visibility: mines, U-boats, bombers. As was written by William P. Coughlin in *The Boston Globe* in 1985, "For them, it was a lonely, unsung, fear-filled war."

Eight months and a day after graduation, one of their number came ashore onto a Barbados beach after seven days adrift. In 1945, another classmate was recovered from the jungles of Southeast Asia, checking off the last of 1,108 days as a prisoner of war. Survivors! Not until 1963, almost twenty-two years after they left Faneuil Hall that long-ago September morning, was the first of the twenty-six lost. His life ended tragically, but fittingly, aboard ship as the result of an accident.

Ho! Ho! Go find the doctor who examined this group and selected them for the life they intended. Wasn't he some sort of genius to select the cream of the crop of Massachusetts' 1939 high school graduates? There was a man on whom the life insurance companies could have made millions. Maybe they did!

Thus, in 1986, the Fall Class of 1941 regrouped and with such statistics. Has there ever been a class that produced an attendance of fifty percent of its original strength at any reunion, let alone its 45th? The Fall Class of 1941 did. Has any class out of the *Nantucket* ever had as many as thirteen members present at a reunion? The Fall Class of 1941 di Is there any class out of the *Nantucket* or MMA which has a current valid mailing list of over ninety percent of its living members? The Fall Class of 1941 does. The whereabouts of twenty-one of its twenty-three living members is known! Just two guys have gone astray after forty-six and a half years! So we look to the horizon as we always have. Three years from now, Massachusetts Maritime Academy celebrates its 100th anniversary. For us, it will be our 50th! We look forward to it, and we'll see you all there.

The Bugler, George Duffy '41
Seabrook Beach, N.H., Feb. 1

Editor: After receiving the Fall-Winter 1987-1988 issue, I am curious to know if a photo of the issue's cover is available.

Hugh P. Ward '54
Vienna, VA, Jan. 13

Dear Mr. Ward: The aerial photo of the campus was taken by Dick Kelsey, a 72-year-old pilot/photographer who practically became a legend around here with his "Look, Ma, no hands" solo operation. He died a few weeks after taking the campus photo when his plane crashed in Sandwich. You may order a copy of the campus color photo from Kelsey-Kennard, Box 736, Chatham, MA 02633. Negative #87-1017-8C. 8x10: $22; 11x14: $44. Ed.

Dear Editor: Clayton Babineau '60 died at sea on the *Marine Electric* in February, 1984. The *Marine Electric* was a T-2 converted to a collier. She did coastal runs out of Norfolk. She sank off the coast of Virginia. There were only three survivors. One reportedly was an MMA graduate. This might be a good article to research and to publish in your magazine.

Norm Nilsen '60
Ben Lomond, CA, Jan. 15

Dear Editor: Congratulations on Patrick Modic's outstanding article "Education With a 'Big Boat' Feel" [Fall-Winter 1987-1988] concerning the training vessel *Ranger*. However, I wish to clarify that the vessel *Ranger* was actually built by Steiner Shipyard located in Bayou La Batre, Alabama, not in Louisiana. I attended her during construction as an employee of ABS Worldwide Technical Services, Inc. during the period of August to December 1981. Our work was actually completed in 1981, although the shipyard may not have delivered her formally to the owners until 1982.

Edward S. Kracunas '81
ABS, Paramus, N.J., Feb. 4

Dear Mr. Kracunas: Ranger*'s skipper, Dave Howes '62 advises that his registry documents confirm that you are absolutely correct. According to a Steiner employee, "Folks often misplace Bayou La Batre into Louisiana because the name is French."* Ed.

Setting the Record Straight:
The Merchant Marine and National Defense

by
Vice Admiral Walter T. Piotti, Jr.
Commander Military Sealift Command

★ Dry Cargo (LASH) Ship SS *American Veteran.* ★

★ Long Term Charter Tanker *Gus W. Darnell.* ★

"The mere establishment of this Commission [on Merchant Marine and Defense] in itself reflects the very real concern now being felt at the highest levels of government."

In the wake of the precipitous decline which continues in the U.S. flag merchant marine, some within the maritime industry have expressed a feeling of abandonment, a suspicion that the U.S. Government and the U.S. Navy have given up on the merchant marine.

Let me set the record straight. The U.S. maritime industry is an absolutely indispensable adjunct to our national defense; quite simply, the national strategy is unexecutable without it.

As the Commander of the U.S. Navy's Military Sealift Command, I have a unique perspective on the military/maritime industry partnership. MSC, as the single manager for ocean transportation for the Department of Defense, calls upon the commercial fleet to meet the majority of the command's mission responsibilities. Thusly, the maritime industry becomes integral to the national security objectives of the United States. To understand this partnership, one must understand how MSC is organized and operates.

MSC has three missions: strategic sealift, direct fleet support, and special mission support. In performance of these missions, MSC operates a daily government-controlled force of 214 ships in addition to the cargo it places on liner-agreement ships. This controlled force is projected to grow to 267 by 1992. Foremost among these missions is that of strategic sealift: the capacity to deploy and to sustain military forces whenever and wherever needed as rapidly and for as long as operational requirements dictate.

MSC fulfills this mission in peacetime through the employment of strategic sealift forces drawn from U.S. Government-owned ships and ships chartered from the U.S. Merchant Marine or employed under use agreements. In time of war or national emergency, the vast majority of required additional shipping must be chartered or requisitioned from the privately-owned U.S. flag fleet. These merchant ships will augment other government-owned ships normally maintained in inactive or reduced operational status.

MSC currently operates sixty-eight ships in its strategic sealift force, including eight Fast Sealift Ships and thirteen Maritime Prepositioning Ships.

Direct support to the U.S. Navy combatant fleet is provided by MSC's Naval Fleet Auxiliary Force which totals thirty-nine ships. These ships provide fuel, ammunition, food, supplies, spare parts, towing service, and ocean surveillance.

A Special Mission Support Force of twenty-two ships conducts ocean surveys, research, cable laying and repair as well as a variety of other technical services for the U.S. Navy and other government agencies.

MSC employs some 9,000 military and civilian employees and contract mariners worldwide. Included among this number are 327 maritime academy graduates; fifty-three are graduates of the Massachusetts Maritime Academy. Currently 310 maritime academy graduates are on active duty with the U.S. Navy; six of them are admirals who attended the Massachusetts Maritime Academy.

The U.S. Navy, along with the other branches of the

armed forces, is charged with keeping the peace and defending the nation and its allies from aggression. As this task takes priority over all other considerations, it is essential that those charged with the defense of the nation take those actions necessary to offset the adverse decline of the merchant fleet upon which the nation so heavily depends.

The U.S. maritime flag fleet has fallen from a World War II high of 5,000 ships to about 400 active ships today. Moreover, this decline in numbers was accompanied by a dramatic change in the type of ships, with large container ships supplanting the break-bulk carriers of yesterday.

Increased containerization of cargo, smaller crews and ever-larger ships, while important from a commercial standpoint, have serious military drawbacks. Large ship size precludes access to some ports. In addition, much of our military cargo simply will not fit in standard containers, and shoreside container cranes may not always be available during hostilities. The small, traditional freighters which were our lifeblood in World War II and in Vietnam, are being phased out because they are too expensive to operate.

It was clear that action had to be taken. Our merchant fleet was not only declining in numbers, it was declining in military usefulness. Those charged with the defense of the nation had to take action, and they did so quickly.

During the past six years, there has been more money put into strategic sealift than was put in during the intervening years since World War II. We have gone from a Ready Reserve Force of zero to a total of ninety-two ships today, and this figure will grow to 120 by 1992. We have put in place thirteen Maritime Prepositioning Ships. We have purchased and converted eight Fast Sealift Ships capable of carrying a mechanized division to Europe in less than five days. We have converted two ships for use as intermediate aircraft maintenance ships and four ships to serve as auxiliary crane ships. In addition, we have developed systems to permit container ships to carry outsized military cargo and to be rapidly converted to underway replenishment ships for dry cargo and petroleum.

We have come a significant way in a very short period. More than $5 billion has been devoted to these programs. Along the way, we have also paid more than $13 billion to U.S. maritime operators in the charter of their ships.

Of all these initiatives, the Ready Reserve Force has attracted the most attention. This force was created to offset the shortfall that exists in militarily useful transport vessels needed in wartime. The U.S. Navy has purchased from the merchant fleet older general cargo ships, barge carriers, roll-on/roll-off ships and tankers for assignment to the RRF. Ready Reserve Force ships are kept in a state of near-readiness. They can be activated within five, ten, or twenty days and, to test this readiness, are occasionally broken out for exercises. Nearly all the RRF ships are maintained and operated by commercial shipping companies using the commercial maritime industrial base and documented mariners. Massachusetts Maritime Academy's schoolship *Patriot State*, a significant asset within the RRF, is maintained and operated under the supervision of the Academy.

Dry Cargo (RO/RO) Ship SS *Jupiter*.

Vice Admiral Walter T. Piotti, USN (USN photos)

The National Defense Reserve Fleet includes about 150 older, less capable ships (mostly general cargo ships) which also can be drawn upon during mobilization to support both U.S. economic and defense needs. They are maintained in a lesser readiness status than those ships of the RRF.

Our eight Fast Sealift Ships are an important source of sealift capability. These are former fast commercial container ships — the fastest in the world — which were modified for military use. The Fast Sealift Ships provide a rapid surge capability to lift a heavy armored division.

Our Maritime Prepositioning Ships are formed into three squadrons deployed to Diego Garcia, the Eastern Atlantic, and the Guam-Tinian area. MPS ships have been specially constructed or modified to carry a spread-load cargo of food, water, oil, ammunition, and other supplies. Each MPS squadron can support a full U.S. Marine Corps amphibious brigade of 16,500 men for thirty days.

For the future, I believe new technology can be a solution to a great number of our maritime industry problems. Last year, I was pleased to participate in the first Military Sealift Technology Conference sponsored by the U.S. Navy and the U.S. Maritime Administration. The conference attracted participants from all military and maritime quarters.

(Continued on page 32)

Of Witches and Pirates

by
Kenneth Kinkor
Illustrated by Frank Gerardi

It has only been 271 years since the famed pirate ship *Whydah* was wrecked on the coast of Cape Cod on April 26, 1717. Though much has changed since then, some things remain. It is for those things that the *Maritime Explorer* searches in the calm seas of summer. For the *Maritime Explorer* is a salvage boat, and Barry Clifford is a treasure hunter.

". . . Sam could not bear the thought of returning empty-handed to face his beloved Maria, and so he turned pirate."

Barry Clifford, President of Maritime Explorations, Inc., hunts two kinds of treasure. The one kind you hold in your hand, and its shiny gleam causes your heart to beat fast and hard. The other kind you hold in your head. It is knowledge, patiently (sometimes almost painfully) gleaned

Drive down the Mid-Cape highway to Wellfleet. Take a right turn into the entrance for Marconi Beach. Turn left for the observation platform and look off to the right, down the southern beach. If the weather is good, you will see what looks like an oil supply boat anchored perilously close to the shore. But, if the skies are as dark as a young witch's hair, the surf is thundering with the boom of many cannons, and the wind is howling with the anguish of all lost souls, then close your eyes and your thoughts. Listen hard. If you are patient enough,

beyond the torment of the wind you may hear the faint echoes of the dying screams of one hundred forty-four drowning men. Or maybe, for you, it will come as the last wild clang of the bell from a long-dead pirate ship as she rolls over and slips below the waves for the last time. Or from the clifftops will come the sound of a woman sobbing. You may tell yourself that the screams are just from seagulls, that the clang is only a far-off buoy, and that the wail is only the wind through the beach grass and the scrub pines, but. . . .

from the remains of the first, only, and probably the last authenticated pirate shipwreck ever to be discovered. That is the treasure that Barry Clifford loves best. Barry grew up steeped in the love of the Cape, and the most enthralling of the Cape Cod legends is that of Sam Bellamy, Maria Hallett, and the ship *Whydah*.

According to The Legend, which varies almost as many times as it is told, Sam Bellamy was a honest, young merchant mariner who came out of the west of England to

Cape Cod in the spring of 1715. Once there, he fell in love with a young Eastham girl, Maria Hallett, and she with him. Some say that her hair shone gold in the sun while others said it was black as a crow's wing, and that her eyes were green as the seas off Nauset Inlet. No matter. She was fair enough, 'least ways, to turn a young man's head and to make him think of a hearth and home. Sam himself was a strong, bold, handsome lad, fit to melt the heart of the coldest lass.

Maria's parents thought young Sam likeable enough, but they wanted more security for their daughter than a penniless sailor could provide. Thus the lovers could not wed. Consequently, there was many a bittersweet tryst in the old apple orchard near Eastham. One autumn day came the news of the shipwreck of an entire Spanish treasure fleet off present-day Cape Canaveral, Florida. Sam thought he saw his chance to make a fortune and a marriage in one fell swoop. He bid Maria farewell and, together with a few other stout hearts, set off in a small sloop to try his luck in salvaging some of the tons of silver resting on the bottom of the sea. His luck was bad, and the men found nothing. The Legend relates that Sam could not bear the thought of returning empty-handed to face his beloved Maria, and so he turned pirate. He learned his trade from an old buccaneer named Ben Hornigold. He learned it so well, in fact, that he soon persuaded his fellow cutthroats to depose Hornigold and to elect him captain instead. He was enormously successful in his new venture and took over fifty ships within a year.

By late 1716, Bellamy had decided that he wanted a larger, lower, more agile ship. In February 1717, he spied his dream ship, the *Whydah*, on the Caribbean horizon. The chase lasted three days. Black Sam, as he became known, easily captured *Whydah* after a token battle. He and his crew transferred their booty and cannons to their prize, donated their old ship to the defeated captain and crew, and set a course for the north.

What was Maria doing in the meantime? Soon after Bellamy's departure, she found out she was with child. This was too much for the Puritan town fathers of Eastham who, as the story goes, promptly banished her to the cliff-tops of what is now Wellfleet, a place still known as Poverty Grass Meadow. There she made her meager living by weaving cloth and, some say, spells. She was a medicine woman by one account. Others have her as a witch, but the good folk of Eastham who scorned her by day crept to her cabin by night to be cured of their ills. It was by night that Maria walked the clifftops watching the running lights of passing ships, hoping that one might be carrying her lover back home to her. They say that one dark April night, with a thundering surf and a howling wind, she heard the dying screams of drowning men and the last clang of a storm-tossed bell. Her grief-wracked wails drowned out them all—for the ship was the *Whydah*, and her captain was Sam Bellamy.

The big ship had come from the south with a small flotilla of lesser pirate vessels trailing in her wake. Deeply laden with loot, the *Whydah* was: gold dust and ivory from Guinea; sugar and indigo from Jamaica; expensive, manufactured goods hijacked from the English; and good hard coin, thousands upon thousands of silver pieces of eight and golden doubloons. There was so much coin, in fact, that the pirates divided it not by count but by weight. It was reported that there were fifty-pound sacks of loot kept on board the *Whydah* for each and every man in Bellamy's fleet—a *total of four and a half tons of treasure*! It was rumored that there were priceless East Indian gems aboard, too—among others, rubies the size of hens' eggs.

Though she flew the Jolly Roger, the *Whydah* was a proud ship as well as a rich ship. Prior to her capture the previous February, she had been a fine London-built galley (meaning a vessel which could be rowed as well as sailed) between 100 and 125 feet long and was perhaps thirty feet wide. Originally, she had been rated to carry 300 tons of cargo and had been named for an African slave-trading port. Now she carried twenty-eight cannons on her decks with more spare guns stowed away in her hold. Some say that Bellamy had come back to the Cape to pillage Provincetown. Others say that he was on his way to set up a pirate kingdom in Maine. The Legend says he was coming back to his beloved Maria. They were destined to remain forever parted.

"... Maria walked the clifftops watching the running lights of passing ships, hoping that one might be carrying her lover back home. . . ."

What then killed the *Whydah*? What caused her to die along with Maria Hallett's dreams below the high cliffs of Wellfleet? We know this much:

The pirate fleet was cruising northward along the coast of Cape Cod about four o'clock in the afternoon of April 26, 1717, when the fog began to come in. By ten o'clock that night, the weather had grown so thick with wind, mist, and rain that the flotilla was scattered. One ship missed the storm altogether; two more were able to ride out the storm safely; and one was tossed on shore, more or less unharmed, not far from present-day Orleans, Massachusetts.

The *Whydah*, on the other hand, continued on. Approximately 11:45 p.m., the lookout spotted breakers ahead and screamed a warning, but by then, it was already too late. The pirates tried dropping an anchor, but it dragged. So, they cut the cable in a vain attempt to claw their way offshore against the wind. The great ship lurched as she ran aground stern first. Within fifteen minutes, her main mast went by the board, and shortly thereafter she was pushed off the sand bar into deeper water where she capsized and broke up. Only two men were known to have made it ashore and to survive.

Cyprian Southack, an agent of the Bay Colony, was on the scene shortly after the disaster in an attempt to salvage the wreck, but for practical purposes he was unsuccessful in his quest. The insatiable Cape Cod sands had swallowed up the remains of the *Whydah*, and those remains lay there hidden and undisturbed for two and a half centuries.

She had long gone into legend when Barry Clifford commenced his hunt for her in 1980. It had been the consensus of many historians that the *Whydah* had come up on the beach and that she had been stripped clean before Southack had reached her. Barry Clifford, who would prove the experts wrong, had been involved in underwater salvage (at least on a part-time basis) since the early seventies. He was doing wreck research in the archives in Boston in 1980 when he came across Southack's journal which contained hard evidence that the *Whydah*'s remains still existed, together with clues to her location. It was at this point he embarked on what would become a classic case of historical detection. Consulting trial documents, historical consultants, land records, and old journals and slowly putting together the pieces of a vast jigsaw puzzle, he was able to delineate a search area off the coast of Wellfleet. This was only half the job. He found a top-notch operational staff and investors willing to back him, and in late 1982 he formed Maritime Explorations, Inc.

The hunt was nonetheless long and hard. The primary tool was the magnetometer, a device which detects concentrations of ferrous metals underwater and which is meticulously towed through a search area. Unfortunately, the bottom of the ocean bed was littered with dud bombs left over from World War II training missions which registered in the same theoretical range as did 18th century cannons. It would not be until July 19, 1984, that a diver would come to the surface with the news, "I think I'm tied off to a cannon."

Since that day, Barry Clifford and his company have found almost 100,000 artifacts ranging from coins to cannons. Since every shipwreck is a time capsule from the period in which it sank, unprecedented light is being cast on a little known aspect of history from the incredible array of objects being found. Much, however, is still to come. It is estimated that the site covers over 100,000 square feet, yet only five to ten percent of this has been fully explored to date!

The most spectacular artifact thus far? In October 1985, the ship's bell was brought up. Its inscription, "The Whydah Galley—1716," silenced those skeptics who believed that the artifacts were from another vessel entirely. The bell is intended to be the proud centerpiece of the final goal of Barry Clifford's dream: the establishment of a museum currently being proposed for the former U.S. Customs House in Boston where the wonders from the *Whydah* will be available for all to view.

They say that when the wind is whistling wild through the dark spring nights on cliffs above Marconi, you can hear sounds that could almost be the ghostly echoes of dying men and wailing women. No one, however, seems to have heard a bell lately.

Kenneth Kinkor

Kenneth Kinkor is the staff "piratologist" (Barry Clifford's coined word) for Maritime Explorations of South Chatham, MA. Mr. Kinkor was born, raised, and educated "as far as you can get from any ocean" (Iowa), but he has had a lifelong interest in pirates. He lectures about pirates and is in the process of writing a book on the subject. His research reveals that pirate crews, far from being cruel and bloodthirsty according to popular image, were quite civilized, democratic businessmen who lived and worked by written codes of fairness. They elected their own officers and decided important issues by majority vote or consensus. Some crews even had a form of social security. Ken Kinkor likes working for explorer Clifford: "Where else can a man like me find this much adventure?"

About the illustrator: **Frank Gerardi** of Newport, Rhode Island, is a staff artist for the *Providence Journal-Bulletin*, Providence, R.I. Mr. Gerardi's art work was made available to *MMM* by courtesy of the *Providence Journal-Bulletin Sunday Journal Magazine*. Frank Gerardi is a local sailor, and he found creating this pirate layout to be quite amusing in that people call him "Pirate."

THE TRUE ANTILLES

by
Manuel Luciano da Silva

The nautical chart of 1424. One-third of the original size.

As we approach the 500th anniversary of Columbus' discovery of America, there is a great deal of attention focusing on exactly where in the Antilles he first made landfall. Even the National Geographic Society recently has published a major research effort on the subject. There are several competing theories.

Columbus' voyages were motivated by economic reasons, and the result was enormous: a New World and a Spanish empire. The Spaniards came, and the Spaniards colonized.

Less is known of the earlier European discoveries of America and of the motives. The Vikings came about 1000 A.D., but most of what we know about them is vague. A little more is known about the Portuguese 15th century exploration of America. It is reasonably clear that Portuguese sailors were here long before Columbus and charted something they called Antília far to the west of the Azores and Madeira. The Portuguese came several times to America and left without fanfare, leaving it to others to claim the fame and fortune.

Why did they come? Perhaps it was like the man who climbed the mountain — because it was there.

Who were they? Every Portuguese schoolboy and girl will tell you that João Vaz Corte Real and Alvaro Martins Homem reached Newfoundland in 1472. But the real story surrounds nameless Portuguese navigators who charted unknown American coasts before 1424.

Why did they leave? Perhaps the discovered lands simply weren't appealing enough. Perhaps adventure was enough. Perhaps they didn't recognize the political and economic value of the discovery — opportunity lost. But would they have left, never to return for profit, had Antília been a tropical paradise rich in resources as are Cuba and Hispaniola? I doubt it, and that is the point of this article. Where were — and are — the True Antilles? But let us start at the beginning.

The Antilles are a group of islands which delimit the Caribbean Sea, between the Atlantic Ocean and Central America. They are divided into two groups: Greater and Lesser Antilles. The Greater Antilles are composed of the islands of Cuba, Hispaniola (which contains the Republics of Haiti and Santo Domingo), Jamaica, and also Puerto Rico. The Lesser Antilles are composed of hundreds of smaller islands, shaped like a closing parenthesis, ending in the southern part with the Island of Trinidad.

The English language version, "Antilles," probably is derived from the exclusively Portuguese archaic word "Antília." The modern Portuguese word is "Antilha," pronounced the same way. Both forms appear on old maps. Antília was the name given to one of the islands, in the Legend of the Seven Cities, somewhere in the western part of the Atlantic which, according to the legend, served as the remote refuge to the seven Bishops and their followers who fled from the Iberian Peninsula to escape the Arab invasion of 710-711.

This could have been the reason that the unnamed Portuguese sailors used "Antília" when naming the lands they discovered and charted in the early 15th century. It appears on the Nautical Chart of 1424.

The Nautical Chart of 1424, a parchment map, was Number 25,924 among the 60,000 old and rare manuscripts in the fabulous collection belonging to Sir Thomas Phillipps of London. In 1950, Professor Armando Cortesão, a Portuguese representative at UNESCO considered the best scholar on old maps or cartography, was invited to study the Nautical Chart of 1424. He spent five years examining it.

"It is reasonably clear that Portuguese sailors were here long before Columbus. . . ."

Examining the Nautical Chart of 1424, we can divide it into four parts:

A) On the extreme left, we find the date August 22, 1424, and the name of its cartographer, Zuane Pizzigano.

B) Four islands in vertical order: on top, a small crescent-shaped island named Saya, and below it, a larger one called Satanazes; further down, another large island named Antília, and to the west of it, another small island named Ymana.

C) At the center of this map, we find several small islands belonging

to the archipelagos of Azores, Madeira, Canaries, and Cape Verde.

D) On the right side we find, very clearly drawn with place names, the Atlantic coast of Europe and Africa extending from Ireland to the Archipelago of Cape Verde.

There is no one who doubts the genuineness of this unique map. This chart is of extraordinary importance in the geographic study of the earth because it shows, for the first time in history, land of three continents. Presently, the Nautical Chart of 1424 is in the James Ford Bell Collection at the University of Minnesota which paid a large undisclosed sum of money for the Chart in 1954.

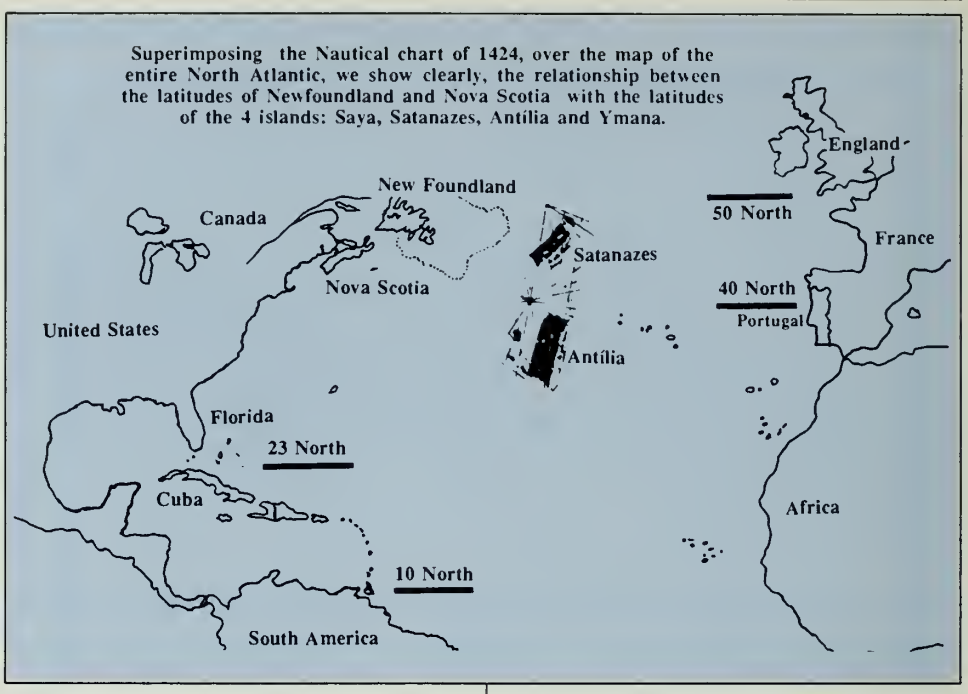
The Nautical Chart of 1424 depicts clearly its origin. Though the mapmaker was an Italian from Venice, the names of the four islands (Antília, Satanazes, Saya, and Ymana) are Portuguese, leading to the conclusion that Portuguese navigators reached and returned from these ''Portuguese'' lands before 1424.

The Portuguese word, ''Antília,'' is composed of ''ante'' meaning ''in front of'' and ''ilia'' meaning ''island.'' Therefore, Antília is an island in front of something, in this case, presumably the American continent. The Italians have a corresponding word, ''Antiglia,'' but Pizzigano used the Portuguese name, obviously in deference to his sources.

In all fairness, not everyone is as convinced as I that these four islands were real and discovered and charted by Portuguese navigators before 1424. Samuel Eliot Morison includes the Nautical Map of 1424 in *The European Discovery of America.** However, he raises suspicions as to why these four islands appear on the map, and he suggests that they are a deception or fabrication tied in with the Legend of the Seven Cities. I believe the islands were and are real — Portuguese Antilles, I prefer to call them — and my reasons will follow.

The moment has come to study the latitudes of the Nautical Chart of 1424. They have never been critically examined by any historian nor any cartographer, including Armando Cortesão, who devoted years to this very important geographic document. The unchallenged assumption has been that the Antilles were one

*Samuel Eliot Morison, *The European Discovery of America.* (New York: Oxford University Press, 1971), Vol. I, pp. 97-102.



and the same as the West Indies ''in front of'' Central and South America.

Recently, a critical examination of the latitudes of the Portuguese Antilles was made, and it leads to rather astonishing conclusions. To measure exactly the latitudes of the Nautical Chart of 1424, the following procedures were carried out:

First, a negative film was made of a map comprising Europe and Africa (corresponding to the same areas on the Nautical Chart of 1424) and including also Central America, the Greater and Lesser Antilles, and the United States and Canada.

Second, using an enlarger, we projected the map negative onto the Nautical Chart of 1424. In this manner, we were able to fuse on the same scale a 563-year-old map with a modern day map. Now we are able to compare, not only the latitudes but also the angles of inclination, the areas, shapes, and bays of the islands of the Nautical Chart of 1424 with the coast of the Americas.

If we extend westerly the lines of latitudes of the four islands shown on the Nautical Chart of 1424, we note first that the 47th parallel which passes over the island of Saya (with a crescent shape) also passes just to the south of the city of St. John's in Newfoundland.

The north coast of the island of Satanazes has a latitude of 46 degrees North which corresponds to the parallel that passes by the north extremity of Nova Scotia.

The latitude of the extreme south of the island of Satanazes is 44 degrees North, equal to the parallel that passes by the extreme south of the peninsula of Nova Scotia.

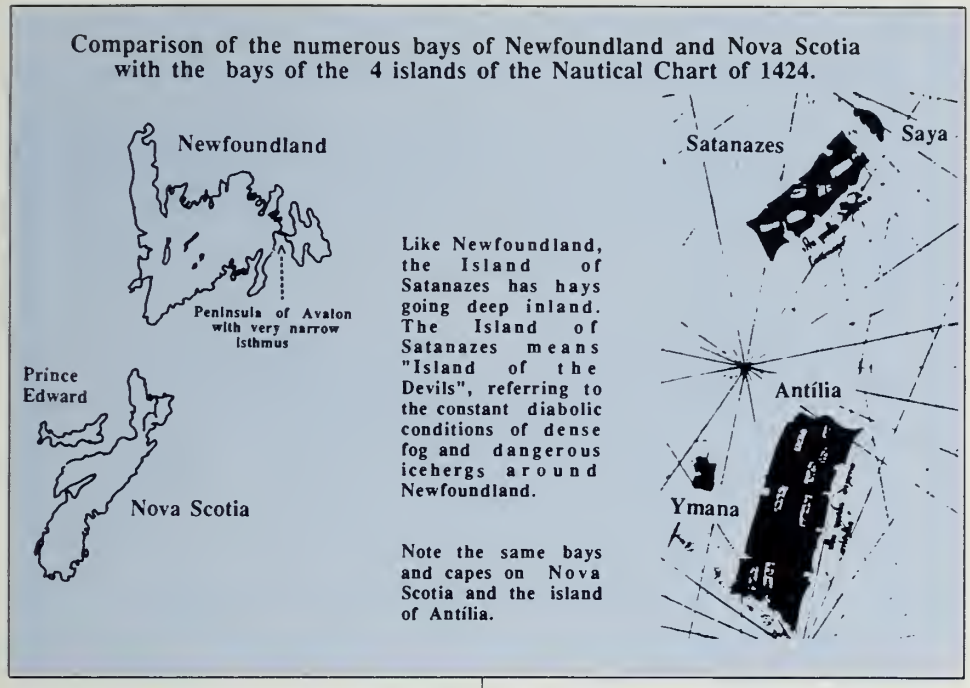
The north cape of the island of Antília has a latitude of 40 degrees North, the same as Philadelphia. The south cape of the island of Antília has a latitude of 35.5 degrees North, corresponding to Cape Hatteras in North Carolina.

The island of Ymana has a latitude between 37 and 38 degrees North which corresponds to the latitude of Washington, D.C.

On the other hand, if we compare the latitudes of these four islands with those of the Greater and Lesser Antilles, we see that there is an enormous difference. These Antilles are located between latitudes 23 and 10 degrees.

The first known map that identified the West Indies as Antilles (Antilhas) is the Alberto Cantino map of 1502. Cantino was an Italian ambassador (and spy) to Lisbon who ''acquired'' the map and sent it to Italy. The map shows (clockwise) Europe, Africa, the northern coast of South America, the ''Antilhas,'' the Florida peninsula, Newfoundland, and Greenland. The Portuguese Antilles do not appear in the mid-Atlantic as they do on the chart of 1424.

It is clear that the Portuguese had been using the term ''Antilles'' for many years. Even Columbus, who probably never saw the Nautical Chart of 1424, might have heard about the Portuguese voyages to


Comparison of the numerous bays of Newfoundland and Nova Scotia with the bays of the 4 islands of the Nautical Chart of 1424.
Newfoundland
Peninsula of Avalon with very narrow isthmus
Prince Edward
Nova Scotia
Like Newfoundland, the Island of Satanazes has bays going deep inland. The Island of Satanazes means "Island of the Devils", referring to the constant diabolic conditions of dense fog and dangerous icebergs around Newfoundland.
Note the same bays and capes on Nova Scotia and the island of Antília.
Satanazes
Saya
Antília
Ymana

Antília in the western Atlantic. He believed in the Antília Legend. Columbus had sailed earlier with the Portuguese, and he married the daughter of the Portuguese governor of Madeira. Tales of Portuguese voyages and discoveries may have heightened his interest and strengthened his confidence in his beliefs.

It is perfectly logical that the West Indies became known as Antilles. After all, the word appropriately describes islands in front of a land mass, wherever those land masses and islands may be. Even Professor Cortesão, who studied the Nautical Chart of 1424 for five years, had concluded that the large islands (Satanazes and Antília) must have been Cuba and Hispaniola in the West Indies. He went to his death assuming that Pizzigano's 1424 map contained a latitude error of 25 degrees — 1,750 miles.

We know that ancient navigators were not able to measure longitude accurately. Accurate determination of longitude was not possible until the 18th century with the development of the sextant and the maritime chronometer. This could explain why the Portuguese Antilles appear in the mid-Atlantic, and why Columbus thought he had reached India.

However, latitude, on the other hand, could be measured more accurately by ancient navigators simply by measuring the angle between the North Star and the horizon. So, it is unlikely that the latitude of the Portuguese Antilles would have been miscalculated by 1,750 miles. I am convinced that Ymana, Antília, Satanazes, and Saya correspond to Prince Edward Island, Nova Scotia, Newfoundland, and the Avalon Peninsula of eastern Newfoundland which is almost an island connected to the mainland by a very narrow isthmus.

There are other reasons besides latitude that support this thesis:

Configuration: The bays, indentations, shapes, sizes, and relative positions of the Portuguese Antilles are surprisingly similar to the coasts of the Maritime Provinces and certainly not very similar to any grouping that can be found in the West Indies.

Angle of Inclination: The axes of the coasts of the Portuguese Antilles and the Maritime Provinces both face southeast whereas the axes of the Greater Antilles in the West Indies face northeast or southwest, a difference of about 90 degrees.

Position in the Atlantic: The charted position of the Portuguese Antilles places them a lot closer to the Maritime Provinces than to the West Indies. A glance at the Nautical Chart of 1424 shows the Portuguese Antilles to be located *northwest* of the Azores, not southwest as are the West Indies.

Satanazes: This Portuguese name given to Newfoundland means "Island of the Devils." One can assume that it was chosen because of the diabolic conditions which exist along the coast of Newfoundland: high seas, cold weather, rocks, dense fog, icebergs, and extreme tides. Such severe conditions are not common in the West Indies. Would such a "devil-like" place be chosen as the refuge for the Seven Bishops by someone trying to substantiate the legend?

The truth about the Portuguese Antilles on the Nautical Chart of 1424 may always be shrouded in mystery or controversy. There are historians on both sides as well as writings and evidence. However, to this writer, all this evidence is proof that the Maritime Provinces — Newfoundland, Nova Scotia, and Prince Edward Island — are the true Portuguese Antilles discovered by unnamed Portuguese navigators and reported to Zuane Pizzigano. The Portuguese Antilles correspond too well to the Maritime Provinces to have been a historical accident or a deception conjured up by someone trying to make a legend come true.

Dr. Manuel Luciano da Silva, President of the Bristol County Medical Center, Bristol, Rhode Island, is a physician, lecturer, researcher, historian, author, television moderator, community leader, and recipient of numerous awards. For years, he has intensely pursued his hobby: studying, publishing, and lecturing on ancient Portuguese voyages and explorations. Although often published on the subject, he still describes himself as an amateur and would welcome comments, concurrence, or criticism of his thesis.

Professor Alan McNaughton

SALTY ALAN McNAUGHTON

Could any breathing soul be more a part of Massachusetts Maritime Academy than Alan McNaughton? He's had his oar in MMA water during five decades as a student, instructor, professor, administrator, department head, and training ship master.

From his heritage and rearing, he was destined to have a high-salt content coursing through his veins. His great grandfather was master of a whaler out of Dundee, Scotland. His uncle was a captain in the British merchant marine and won the Order of the British Empire for wartime convoy rescue. His older brother, a retired Panama Canal pilot, preceded Alan through MMA.

As for Alan himself, he has always been on or beside salt water. Born in Boston, he grew up in nearby Winthrop, a spit of land that separates Boston Harbor from the Bay. Alan says "Winthrop is as far south as you can get on the North Shore."

By the time he was in intermediate school, he was on his way to becoming a sea captain. As a junior member of the Winthrop Yacht Club, he learned the ropes on an 18' Massachusetts Bay Hustler. Later, as head of the family, he would teach his children to sail the family Cape Cod Beetlecat. He also found it rewarding to captain or crew the boats of other owners in ocean races. Eventually, he became Commodore of the Hyannis Yacht Club.

It was no wonder that Alan McNaughton enrolled with the MMA Class of 1949, the first class with the three-year Bachelor of Science curriculum. The Academy was situated in Hyannis when he enrolled, and there was scuttlebutt that the Academy would be reestablished in Salem, New Bedford, or Buzzards Bay. He and his classmates journeyed to San Francisco to bring home a new training ship, the *Charleston*, which they proudly delivered to Buzzards Bay. He recalls living in the dorm at the former Hyannis State Teachers' College and being transported by truck to Buzzards Bay for watches aboard *Charleston*. Makeshift classrooms were fashioned by installing partitions in the adjacent cargo shed now known as the Copeland Seamanship Building.

After graduating first in his class and earning the Boston Marine Society's Ship Master's Award, he signed on with United States Lines and sailed the waters of the Orient and "down under." As an officer in the U.S. Navy, he sailed to African ports. Soon, he was a first class pilot from Maine to Rhode Island working for Boston Fuel Transportation Company. His Master's License came in 1956, and he returned in the late fifties to his alma mater to instruct and to work his way through the academic ranks to the position of professor in 1978.

Accolades kept coming. During the 1976 U.S. Bi-Centennial, the training ship *Bay State III* served as the communications ship for the Tall Ships' Race from Bermuda to Newport. Captain McNaughton was the skipper and, afterwards, an assembly of Tall Ships' captains from around the world presented Alan with the Tall Ship Master's Award.

Captain McNaughton has made so many training ship cruises, both as captain and as teacher, it's hard for him to remember all the places he has been with his cadets. He recalls voyages as far south as Valparaiso, Chile, as far north as Copenhagen, and as far east as Greece.

One of the nicest experiences he recounts was when he was aboard *Bay State II*. In the fall of 1972, *Bay State II* was invited by the U.S. Navy to participate in a NATO merchant convoy exercise as flagship of Convoy Group B. One day, the Canadian Rear Admiral in command sent his helicopter to transport Alan to the Canadian ship for lunch. Query: "Didn't it bother you, Captain McNaughton, to leave your ship in the hands of others during 'the heat of battle'?" Reply: "Not really! The enemy submarines and torpedoes weren't real. I left *Bay State* in very good MMA hands, and the Canadian ship was a good feeder." Another query: "Alan, what was your worst experience?" Reply: "Well, that would be more of an embarrassing experience than one which was dangerous or life-threatening. We were at anchor in Cape Cod Bay. Seaweed had clogged the condensers, and the engineers had to shut down the plant. One thing led to another, and we were without power in the black of night. We had the cadets manning the rail with flashlights and emergency lanterns so we wouldn't be a navigational hazard to other ships while repairs were being made. Only now can I smile about that one. It's good to be prepared, even if it only means having fresh batteries."

McNaughton's favorite course is the salty one — seamanship. He teaches Third Class cadets (sophomores) the art of standing bridge watches, the keeping of logs and records, and the duties of merchant marine officers. He teaches First Class cadets (seniors) ship-handling, ice seamanship, heavy weather and storm evasion, and use of ships' ground tackle.

On the side, from time to time, he has served as master and pilot of newly constructed ships at Bethlehem Steel and General Dynamics, most particularly aboard oilers and LSDs built for the Navy. He also did a stint on the public speaking circuit and was the recipient of the Rotary International (Massachusetts) Award in 1972 for a series of speeches on salty subjects.

Captain McNaughton is single and lives with his daughter, Allison, in Sandwich. Allison teaches the sixth

grade in the Barnstable school system. Another daughter, Cynthia of Hyannis, has provided him with two grandsons. Alan reads a lot and plays golf, but it's mostly the sea and saltwater that have shaped the life, character, and dreams of this man — and probably always will.

THE CHALLENGE OF CHANGE

by
Alan McNaughton

Taylor's Point, c. 1960. Pictured is the 55-acre tract (the present campus) before the roughly seventy flood-damaged cottages were removed. The large building at upper right is the Dolphin Inn. At lower left is the campus: Copeland Building, training ship *Bay State II (Doyen)*, and the parade ground.

Recently, I was sitting at my desk on the third deck of the Harrington Administration and Classroom Building looking over the Academy grounds. The training ship *Patriot State* and the Cape Cod Canal were in the background. My thoughts drifted back over the years to 1948 when, as a Midshipman MMR-USNR, I had walked and drilled on those same grounds. The building which today houses the Seamanship Lab and the Small Boat Center has been there so many years that today it is registered as a national historic landmark. When the Academy moved to Buzzards Bay from its location in Hyannis in 1948, the interior of that building was remodeled from a cargo storage shed to a classroom building. The exterior, however, looks the same today as it did then.

The move to Buzzards Bay in 1948 was brought about because the then recently acquired training ship *Charleston* was berthed at the State Pier. The twenty-five mile bus ride from Hyannis simply was not practical. The shift of the facilities, however, had drawbacks. It required that all midshipmen be berthed and fed aboard the training ship. When we lived in dormitories at the Hyannis campus, we thought it was crowded with six middies to a room. However, aboard the Charleston, the berthing compartments offered even less space. Our worldly belongings were strictly limited to basic uniform requirements which had to be stowed in a single locker smaller than a half cubic yard in its dimensions.

The ship, the classroom building, and the pier area comprised the Academy. When we departed on our three-month winter cruise, the classroom building was "mothballed" until we returned. All Academy employees were embarked aboard.

We don't think of hurricanes as producing anything except destruction, but Hurricane Carol in 1954 produced a blessing in disguise. The storm raised the water level of the canal to a height of six feet above the pier area and wiped out many of the summer cottages located on the present fifty-five acre tract which today comprises the Academy campus. Several years passed before the Commonwealth of Massachusetts purchased the land at a cost far below its value prior to 1954. Cottage owners were unable to obtain insurance on their dwellings.

The class size for many years numbered about sixty midshipmen, and there were three classes rather than four until 1970. In 1953, the Navy withdrew the Midshipman MMR-USNR status, and students were then designated as Cadets, U.S. Maritime Service.

During the 1960's, the Academy was placed within the Division of State Colleges, and construction was started on an administration and classroom building, the present Storer Building. It was not until 1972 that the first dormitory wings and dining hall were completed. At the completion of the cruise that year, cadets moved ashore. The following eight years saw additional dorm wings added, and the gym, library, and Harrington Building were completed.

The helm of the Academy has been relieved over the years since 1946 by no less a number than four superintendents and three presidents. The enrollment increased from 180 midshipmen to over 900 cadets, and women were accepted into the ranks during the 1970's.

Cadet life has changed in many aspects. The day no longer begins with the shrill sound of a bugle at 0545 reveille, morning muster at 0600, and a mile's run followed by calisthenics. Gone are the days of the Hurricane Call, eating a "square" meal, Friday afternoon parade, quarantine, jumping ship, Captain's

Taylor's Point today. The Copeland Building, the training ship, and the parade ground are still where they were. The cottages have been replaced by campus. The Dolphin Inn is at upper left.

Mast, "Eighty-six," "The Youngman's Function," and "The Famine." The dreaded bellow of "Youngman" from the lips of an upperclassman has faded into the past.

Life as a student aboard the training ship was rough, but most survived the hazing, the mediocre food, the cramped living conditions, and the strict discipline. We didn't realize until after graduation that our training had prepared us not only to serve admirably aboard ships of the merchant marine and Navy but to be able to face any challenge that confronted us in the great and real outside world. One graduate expressed this when he said, "I learned to be a seaman (deckie or engineer — all were seamen); I learned to live with and to get along with people; and I learned that I could cope with any situation. Nothing could be worse than what I had already been through."

A cadet's life today is considerably better in many respects, and rightly it should be. The dorms have two cadets to a room. There are spacious grounds, the largest gym in southeastern Massachusetts, a large well-lighted dining hall, a fine library, excellent labs and classrooms, ample parking areas, a "You name it, we've got it" sports program, the finest maritime training ship in the United States, and an outstanding and dedicated faculty and staff.

Yes, there have been many changes during these four decades, but one thing has not changed — that Massachusetts Maritime Academy continues to produce a graduate that is the finest in the field. The education aspect is supplemented by the continuing requirement to lead a structured life style, to identify with the institution and profession by the wearing of a uniform, and to practice self-discipline in personal habits and actions. Within any large group, there will always be those who do not want to conform to this life style, but they generally will be the losers in the long run. The success of our graduates in their many and varied endeavors is the ultimate proof that what they obtain during their four years here at the Academy is much more than just an academic education. The degree that is presented at graduation reads "Bachelor of Science in Marine Transportation" or "Bachelor of Science in Marine Engineering." The invisible fine print under that lettering on each diploma might read "Qualified to proceed into the future and to be successful in whatever occupation he/she undertakes."

Today, the Academy is challenged once again by changing times. The era of a limitless number of high-paying seagoing jobs has passed and, as a result, the number of high school graduates applying for admission has dropped. There are still good paying jobs available to our graduates, both at sea and ashore. The Placement Office has done an outstanding job year after year in providing positions for graduates. The overall employment record within six months after graduation is considerably higher than that of the other state colleges in Massachusetts. The record of ninety-eight percent employment within six months from graduation undoubtedly surpasses that of many institutions in higher learning nationwide. It appears that the Academy is producing graduates who are desirable in the work force, both afloat and ashore.

The sixty-four thousand dollar question is whether or not to increase the number of majors offered at MMA from the present two majors. Would that increase guarantee a greater number of applicants without diluting the present mission? Should the Academy strive for excellence in the present professional majors or expand its scope and thereby place itself in competition with other institutions offering similar majors?

The Academy is the oldest continuously operating maritime academy in the United States and will be celebrating the 100th anniversary of its founding in 1991. The decisions that are made prior to that centennial will set a course to steer in the challenging changing times we face now and, just as certainly, in our second century.

CADET 1/C MICHAEL K. KELLER

Michael K. Keller is a senior engineering cadet from Cohasset and one of the top engineers in his class. Always on the Dean's List or President's List, Mike is known for his serious approach to his responsibilities.

One of the few cadets with Cadet Officer assignments both ashore in the dormitories and at sea on the training ship, Mike serves as Discipline Officer for the Third Company and as the Cadet Second Assistant Engineer for Electrical Equipment onboard *Patriot State*.

Friendly and upbeat with a positive attitude, Mike is well-known for his good sense of humor which is reflected in his article which follows:

DREAM COME TRUE

by
First Class Cadet Mike Keller

It was toward the end of February. We were in mid-Atlantic headed for homeport, Buzzards Bay. Our two-month cruise was winding down, and all we could think about was getting back to our sweethearts and to "normal life." That is when we heard the news.

At the time, I was working on a motor in the engine room. The work I was doing involved one of the engineering systems that "belonged" to my roommate. I needed his help, so I had sent word to summon him. He descended the ladder and walked over. I thought he was going to take my head off for calling him down and interrupting whatever he was doing. Instead, he shook my hand and congratulated me. *Why?* I thought, *Had I finally been selected for membership in the elite EAE (Engineers Against Enginerooms)?* Then it came! *I had been selected for Naval Flight School.*

Of course, I was so surprised that I did not believe him. *How can this be? We're at least 1,000 miles from the nearest phone or "mail buoy."* But sure enough, we had received a radio message and on my rack was written confirmation from Commander Gurnon, the Cadet Commandant.

Not only that, *five* of us in the Class of 1988 were accepted. Now I can't speak for the feelings of the other four, but as for me, it would probably take winning the "megabucks" to have made me happier. (I still have to figure out how to pay for the good times I had in all our cruise ports.) The only disappointing thing was that we could not go out on the town that night and celebrate! Instead, I had a good weightlifting workout.

My interest in flying goes back to the first time I saw the Thunderbirds, the Air Force's high-performance jet demonstration team. A friend's father took us to an air show, and I've been hooked ever since. I heard that the Navy had the best training, so I set my goal to fly Navy. To get into flight school, you need a college degree and an officer's commission. I talked with a Navy recruiter who tried to pressure me to join as an enlisted man and then go to college later. He told me that was the best way. I could almost hear the recruiter's bus warming up and waiting for me at the back door. However, I checked all the other options and finally chose the "leisure life" at MMA as I could get both the degree and an officer's commission upon graduation.

It was the smart thing to do. I later found out that the Navy flight program was to accept twenty cadets in 1988 from all the maritime academies. As it turned out, approximately sixty cadets applied, and the five of us from MMA are in the top twelve accepted. I think this is pretty impressive. [*Keller ranked first.* Ed.]

People look at me in a funny way when I tell them that I entered MMA in order to fly airplanes, but I explain that that was only the first step in getting into the flight program. During my Fourth Class (Freshman) year, I took the Aviation Qualification Test (AQT), and I joined the Naval Reserve Student Incentive Program to better my chances. As it turned out, I passed the AQT and was scheduled for the flight physical exam. Nearly everyone dreads that test, especially the eye test, the toughest part.

The test was certainly extensive. They measure almost everything about you. After a wait that seemed to be forever, the doctor calmly told me that I had passed. I thought he might have been just a little more enthusiastic about such information. I certainly was. Nevertheless, I wanted to invite him out for a few beers and to celebrate.

Back on campus, there were interviews with the Naval Science Department. After we had done all we could do, we could only sit on our hands and wait patiently for an answer.

After the cruise, Commander Gurnon, a retired Naval aviator, generously donated time teaching us the basics of the flight program to give us a head start. Commander Gurnon graduated Number One in his class (at least, that is what he tells us). He even went to work to get us some flight time. He was actually as excited about the whole thing as we were!

The news I had received in mid-Atlantic had seemed almost unreal. Even now, weeks later, it seems almost too good to be true that I may be flying an F-14 Tomcat in less than two years. I will probably have to actually set foot in Pensacola before it sinks in. Also, it took me a while to

Navy F-14A Tomcat aboard carrier *Carl Vinson* (CVN-70) (USN photo)

realize that I had landed a job. Getting your first job out of college is a big milestone.

For me, it has been a long wait since setting my goal, but it has been worth it. I can sit back and recall all the times that people said, "Don't waste your time. It's impossible to get into flight school." Well, it did happen. I have to admit, though, that the hardest part still lies ahead of me. But for those underclassmen who have asked me with interest about the program, I have this to say, "If other people can do it, why can't you?" I think this advice will get them far.

CADET 1/C SEAN M. BAGGETT

First Class Cadet Sean M. Baggett from Braintree, Massachusetts, is a Deck Cadet in the Class of 1988 and holds the position of Discipline Officer on the Cadet Regimental Staff. Onboard *Patriot State* for the Winter '88 Training Cruise, Sean was also selected to serve in the shipboard hierarchy as a Cadet Second Mate.

An excellent competitor, Sean is a member of the Buccaneer Varsity Football Team. Bright, personable, and talented, he has worked extremely hard throughout his stewardship at the Academy. An asset and a credit to MMA, Sean has selected the U.S. Navy after graduation and will begin Surface Warfare Officers' School in Newport, R.I., this July.

COMRADE CADETS

by
First Class Cadet Sean Baggett

My third and final training cruise (my First Class cruise) has come and gone. This cruise, one of the final steps toward the goal of graduating from the Academy, was quite special. Actually, all the cruises were special, because during the past four years, they had taken me to Japan, Indonesia, European countries, and many countries in the Caribbean. With each cruise came experiences that enlightened me and broadened my way of looking at things. Communication with different peoples all over the world has helped me to better understand how and why things happen the way that they do.

Each different national culture is fascinating, but there is one nation which has captured my imagination and sharpened my curiosity more than the others — Russia, always mysterious and the constant subject of world news. So, it was a proper climax to my years of cruising in getting an exposure to the Soviet Union during the last cruise.

It happened during our second day in port at Tenerife, Canary Islands. We watched the *Druzba*, a beautiful tall sailing/training ship for Russian cadets, enter port and tie up dead astern of our training ship *Patriot State*. There was excitement in the air as we thought about meeting those Russian cadets, wondering what our Soviet counterparts would be like.

Exchange visits were arranged. On the first night there, our Captain (John Gibbons, MMA '64) invited the Russian officers and cadets to a reception aboard *Patriot State*. The next night, we were invited aboard *Druzba*. During all this, a strange feeling of competitiveness was growing between the two crews. Each crew was obviously trying to be sharper and a more gracious host than the other. We had our chance first, then it would be the Russians' turn. *Druzba* means "friendship" in Russian. We would see.

As soon as we American guests "formed up" on the fantail of *Druzba*, the Russian cadets did a demonstration of manning the masts and preparing the sails for unfurling. That drill was very impressive, but it started the visit out in a very formal and proper way. As the evening went on, however, things began to loosen up. Two Soviet cadets cautiously approached me and began to speak.

Things started to move faster. They took me on an extensive tour of *Druzba*. They took obvious pride in showing me where "their" mast was and what they did on watch. I couldn't help but notice that they had the same pride in their ship as we did in ours. My hosts took me below to their living quarters and, for about ninety minutes, we talked enthusiastically about everything: school, sports, music, girls, and even a little politics. When it was time to leave, we exchanged articles of our uniforms, shook hands, and said good-bye.

Russian cadet, surprised to meet women cadets, chats with 1/C "Becca" Fuchs and 4/C Jennifer Simpson (back to camera). 1/C President Dave Hallal in background.

I found the Soviet cadets to be very well-mannered and just as curious about me as I was about them. Their English was broken but far better than my Russian, and we made do. They showed a sincere desire to find out what sort of people the Americans are, and I believe we left them with a strong and positive impression.

What I learned from them is probably best stated simply: people are people. Wherever you go, you find people good and bad, but in most cases, they are good. As different as some people may seem to be, they hold many of the same values as we do. They cry for the same reasons and laugh at the same jokes.

I cannot remember the names of those cadets, and I doubt that they remember my name, but I think the crews of both ships will forever view one another in a different light — with "druzba."

Drumbeat

DRUMBEAT

A generous gift has further enhanced the college's sailing program. The sloop *Drumbeat* has been donated by co-owners Bache Ranshaw of South Dartmouth and Blair Brown of Newton. *Drumbeat*, a 42-foot custom IOR Brendon Dobroth racing sloop, was built in 1984 at a cost of $300,000. This is a handsome and welcome addition to the sail training, ocean racing, and recreational programs.

Messrs. Ranshaw and Brown aggressively campaigned *Drumbeat* in races off the coasts of Florida and New England and, as a result, she is well-known in racing circles. When it became known that the owners were considering making a gift of *Drumbeat*, three institutions (including MMA) signaled their interests. The owners took pains to satisfy themselves that MMA was the best new home for *Drumbeat* and that she would continue to be actively campaigned on the racing circuit. *Drumbeat*, along with *Eighty-Six* (donated by Buzz Schofield '58) provides the Academy with a one-two punch that will put MMA among racing leaders for many years to come.

For the past two years, the Academy has been actively soliciting, through our Boat Donation Committee, both power and sail boats for use in our programs. Boats deemed surplus are sold periodically with proceeds dedicated to supporting sail training activities. A Boat Donation Program brochure is available upon request. Contact Mike Joyce, and send your boat to school!

DONOR PROFILE: EDWARD NOVAKOFF

Former Board of Trustees' Chairman, Edward Novakoff, was chatting with Admiral John Aylmer last year. "How's your first annual fund going?" Aylmer replied, "We hope to reach $25,000." To this, Novakoff responded, "If you do, I'll match it." The Annual Fund yielded $30,700, and Novakoff kept his promise. This is the kind of fund raising challenge we need. The Novakoff gift is the largest single cash contribution to date.

This generous gift didn't just come out of the blue. It marks something of a diamond jubilee — a 75-year relationship between the Novakoff family and MMA. Mr. Novakoff is a member of the family of the world-renowned Novakoff Brothers of Boston, a major manufacturer of naval uniforms.

The Honorable Edward Novakoff, Chairman of the Board of Selectmen in Brookline, was born in Boston in 1926. Educated at the University of Maine and at Boston University, he saw combat in World War II and received several decorations including the Bronze Star and the Purple Heart. He also served as a jailhouse guard for the Nuremberg War Crimes Trial. Since the war, he has been in the clothing business until his retirement.

His civic duties are too numerous to list but include public service in municipal management, urban renewal, public schools, and transportation. He has been a leader in his synagogue, in hospitals, private schools, charity drives, and you name it.

Governor Edward J. King named Mr. Novakoff to the first Board of Trustees of Massachusetts Maritime Academy in 1981. Later, Mr. Novakoff became Chairman of the Board and played an important role in the acquisition of the training ship *Patriot State*. He served on the Board until 1987. The photo accompanying this article smiles from the wall of the MMA Board Room and will for many years to come. Service and generosity such as Novakoff's signal a bright future as the Academy enters its second century.

Gifts

SCHOLARSHIP GIVING

In the previous issue, donors to the First Annual Fund were listed. Not included in that listing were annual donors to the MMA Scholarship Fund. The Academy has been fortunate over the years to receive annual gifts, earmarked for scholarships, from a number of benefactors. These gifts received concurrently with the First Annual Fund Drive exceeded $41,000 and are acknowledged below alphabetically by Annual Fund categories. Leading the list was the Virginia L. Crowell Trust with a gift of $15,706.

Centennial Society ($1,000 and up)

Boston Marine Society
Boston Port and Seamen's Aid Society
Cape Cod Bank and Trust Company
Championship Basketball School, Boxford, MA
Virginia L. Crowell Trust (Falmouth National Bank, Trustee)
Edward Bangs Kelley and Elza Kelley Foundation, Inc., Hyannis
Mrs. Rita Mascarenhas, San Diego, California
New England Telephone
Honorable Philip A. Rollins, Barnstable
Salem Marine Society
Mrs. John J. Ventola, North Chatham

Admiral's Club ($500 up to $1,000)

Crosby Towboat Co., Inc., Osterville
Commander Henry J. Lamb, Quincy
Massachusetts Maritime Academy Foundation
Mrs. Levina M. O'Brien, Beverly
Mrs. Mary C. Rowan, Dorchester
R.C. Woolf, Inc., Pocasset

Commodore's Club ($100 up to $500)

Mrs. W.B. Arnold, Chathamport
Mrs. David Green, Bourne
Midland Enterprises, Inc., Cincinnati, Ohio
Sanchez Marine Services, New Bedford
Society of Marine Port Engineers, New York
Mrs. Sandra Jarvinen Shields, Norwell

Combining these scholarship gifts with the first Annual Fund Proceeds and the matching gift by Edward Novakoff (see article this page) brings the cash gifts received during the 1986-1987 campaign to a total of over $100,000.

Pictured at a meeting of the Boston Marine Society, left to right: John Gibbons, John Ahern, Richard Bauman, Donald Berlo, Vincent Leahy, Edward Giblin, and Lawrence Murphy.

The One Hundredth Graduating Class

by Maurice H. Bosse

Massachusetts Maritime Academy's Centennial Class has just completed its freshman year and will graduate in 1991 as we celebrate our centennial. While the Class of 1991 will be known as the Centennial Class, it is another class which was the 100th graduating class — the Class of May 4, 1944.

During its first half century when MMA was a two-year school, there were two graduations per year, hence the 100th graduation occurred in 1944. During the war, the course was concentrated to produce commissioned officer graduates in a year and a half, and the practice of holding two graduations per year was dropped. The Class of 1949 was the first three-year class, and the Class of 1974 was the first to receive the fully accredited four-year degree. There were no graduations in 1948 nor in 1973.

The 100th graduating class, a war class, saw all its members go to sea for the remainder of the war. Then they branched out. Today, the class boasts an amazing number of success stories in all walks of life. Here are only a few gleaned from personal interviews and written vitae.

JOHN M. GIBBONS: PROFESSOR and SHIP CAPTAIN. John M. Gibbons, a full professor in the Academy's Marine Transportation Department, entered the Massachusetts Nautical School in 1942, the year the school's name was changed to Massachusetts Maritime Academy.

Gibbons participated in three training cruises on the *American Pilot*, then the New York Maritime Academy's training ship. Because we were in the midst of World War II, these cruises were restricted to the Long Island Sound. The training ship ran up and down the Sound, anchoring in various bays at night. Gibbons remembers one night in particular, out at the east end of the Sound, when he watched a boat with no lights come in and put several small boats ashore. Shortly after, he heard on the radio that German espionage agents had been arrested in Connecticut. After this event, the school ship was no longer anchored in exposed waters.

Upon graduation from MMA, John Gibbons sailed to Pearl Harbor, boarded the *President Hayes*, and proceeded to the South Pacific. The *Hayes* participated in the bombardment of Yap and in the initial assaults in Leyte Gulf. At Manus I., New Guinea, Gibbons witnessed the explosion of the ammunition ship *Mount Hood*. The *Hayes* was the first ship to get boats away for rescue work.

Gibbons was discharged from the service in October 1946 after which he spent the winter working on a fishing boat which operated out of Boston. From 1947 through 1952, he worked for various steamship companies, returning to the Pocahontas Steamship Company in 1952 where he became a shipmaster for the first time. He captained the *Isaac T. Mann* at the age of twenty-nine, a ship on which the average age of his licensed crew was fifty-five. In 1965, Gibbons shipped with the Mississippi Barge Line. With this company, he sailed on runs between New Orleans and Yugoslavia. In 1966, he went with the Maritime Overseas Corporation as master and stayed with them until 1977 tramping all over the world. Since 1978, he has been with MMA teaching such maritime subjects as rules of the road, seamanship, and trim and stability.

He is currently President of the Boston Marine Society. He is also a member of the Conservation Commission in Falmouth, Assistant Harbor Master in North Falmouth, and a charter member in the Society of Marine Consultants of New York.

JOHN D. AHERN, JR.: ENGINEERING MANAGER. John Ahern asserts that MMA was instrumental in the early formation of his self-discipline, study habits, and business honesty, all of which served him well over his long career. Upon graduation, he went into active service with the U.S. Navy serving on the *Kaweah* in both the Atlantic and Mediterranean. He was later transferred to the Pacific where he became Chief Engineer and sailed throughout the war on the *Tolovana*. He was aboard *Tolovana*

during the first atom bomb test at the Bikini Atoll in the Marshall Islands. He later took a position in the New England Telephone Company's engineering department and retired in April 1987 after forty years of work in many engineering management capacities.

RICHARD A. BAUMAN: ADMIRAL. Following graduation, Dick Bauman sailed as a licensed deck officer in the U.S. Merchant Marine. He had wartime service on various Atlantic and Mediterranean convoys, including one in the invasion of Normandy. Following World War II, Bauman remained in the Merchant Marine and received his Unlimited Master's License in 1947. He entered the U.S. Coast Guard in September 1957 under a program which provides for the appointment of licensed officers of the Merchant Marine as commissioned officers in the Coast Guard. He attended the Armed Forces Staff College in Norfolk, VA, and the National War College in Washington, D.C. Admiral Bauman commanded Coast Guard Division Twelve which was engaged in anti-infiltration duties and operated out of Da Nang in the Republic of Vietnam. It included thirteen 82-foot patrol cutters. He commanded the Norfolk, Virginia, based cutter *Ingham* which was engaged in North Atlantic weather station duties. Promoted to Rear Admiral in 1980, he served as the first Chief of the Office of Navigation in Coast Guard Headquarters, Washington, D.C. and as Commander of the First Coast Guard District, Boston, MA. He retired from the Coast Guard in 1985. In that year, he was presented with the Alumnus of the Year Award conferred by the MMA Alumni Association.

DONALD F. BERLO: COMPANY PRESIDENT. Don Berlo attended first Northeastern University and then MMA during WWII. He then went to sea for two years, a background which served him well when he joined his father's company, Hinds & Coon of Boston. When asked how much his maritime background had promoted his business career, he replied:

> The Maritime Academy was terrific. Once you get on a ship as an engineer, you're really on your own. What you don't learn in school, you sure learn in a hurry. When I came in [to Hinds & Coons], they needed salesmen, so I had practically all of the territory. That part didn't bother me, because I think I had enough confidence from working on ships. There I was, nineteen or twenty, and an executive. The guys working for me were all in their forties and fifties. I didn't have too much of an inferiority complex [laughs].

On this last point, Berlo asserts that the Academy taught him well how to manage people. He also feels that its engineering curriculum was excellent.

The 100th Graduating Class aboard the *American Pilot*, fall 1943.

"The Academy taught me to get off the floor when knocked down and to come back fighting . . . stick-to-itiveness."

VINCENT F. LEAHY: JUDGE. Judge Leahy attended Harvard College from 1941 until 1942 where he was captain of the baseball team and also of the Freshman and Junior Varsity Football Teams. At Massachusetts Maritime Academy, he was Battalion Commander. In World War II, Leahy served on a destroyer, the U.S.S. *Winslow*, which was involved mostly in convoy work in the North Atlantic. In this service, he achieved the rank of lieutenant junior grade. After the war, he returned to Harvard College where he received his Baccalaureate in 1948. He went on to Harvard Law School from 1948 to 1951 where he received his Doctor of Laws degree. Leahy practiced law in Boston with two law firms: Bingham, Dana, & Gould from 1951 to 1953 and Roche, Carens, & DeGiacomo from 1953 to 1979. He was appointed Probate Judge for Middlesex County in September of 1979. In 1983, the Academy conferred on him the honorary degree of Doctor of Public Administration. Judge Leahy has been President of the Answer House (a halfway house for male alcoholics in South Boston) and Director of the Center for Blood Research in Boston. He authored a chapter on adoption in the *Massachusetts Family Law Manual*. Regarding the Academy, he feels that it gave him a great education, in spite of its lack of facilities at the time, and he adds, "Some of my fondest memories and closest friends resulted from my stay at the Academy."

EDWARD T. GIBLIN: AUTOMOBILE WHOLESALER. Upon

graduation, "Rock" Giblin first sailed with merchant convoys, including Normandy, and then with the Navy in both the Pacific and Atlantic. After the war, he was employed by a multi-billion-dollar automotive manufacturing company. Serving many years in various sales and administrative positions, Giblin achieved the level of sales manager in the automotive division and became a national sales manager before retiring. Today, he is with the Automotive Wholesalers' Association of New England.

Giblin credits the Academy for his successful career because "it taught me to stand on my own two feet, to get off the floor when knocked down, and to come back fighting. It also taught me stick-to-itiveness." The self-confidence that he acquired from his education at the Academy and his subsequent experience at sea has enabled him to make decisions with little difficulty. After twenty-five years with a company, he was one of the first executives to retire after a corporate takeover — done without guaranteed future employment. Shortly after being briefed by the new management, Giblin announced that he was no longer comfortable in his employment and could not continue to work well under the new circumstances. He subsequently was offered any sales position that he desired in that conglomerate. However, Giblin was sincere in his word and did not compromise his decision to leave. "One hand for the ship and one for yourself" has been his learned motto. Therefore, he has been true to himself and his employers throughout the years.

LAWRENCE A. MURPHY: AUTHOR. Lawrence Murphy served in the Merchant Marine from his MMA '44 graduation until June 1946 when he was called to active duty in the Navy. He reported aboard a destroyer escort and took over the duties of a first lieutenant plus those of the damage control officer. Unfortunately, he received injuries in a fire which ended his sea career.

College, teaching, and writing followed. During his teaching career, he achieved the status of chairman of the English Department at the South Junior High School in Brockton, MA. In addition to writing novels under the pen name of Steven C. Lawrence, he coauthors young people's books with his wife Charlotte under the pen name of C.L. Murphy. Their novel *Blue Grass* won the Certificate of Merit, awarded by the Western Writers of America, "for high achievement in writing of the American heart." Most of his solely-authored novels are historical adventures covering the American West and the Civil War eras. He studied these periods of history during his graduate and undergraduate years.

Murphy's plans for the future are to continue his studies in television which will involve his novels and TV scripts. He will be forming Steven C. Lawrence Productions to represent his works. Murphy will continue writing his longest novel which begins in Brockton in 1834, traces the westward movement to California, and ends in present-day Cape Cod. He also will be working on a six-novel, historical series on the Merchant Marine during the World War II era. Each book will be based on his (or another MMA graduate's) experiences and will relate the logistical support given by the merchant ships. The first of this series has already been published and is entitled *A Northern Saga*. It tells of the Battle of the Atlantic and the Murmansk Run. *Into the Beach* covers the period from the Normandy Invasion to the Battle of Saint-Lo. The third in this series will cover from the Battle of the Bulge to the end of the war in Europe. Lastly, the fourth, fifth, and sixth novels will cover the war in the Pacific. Because Murphy does not have first-hand knowledge of the latter, he will be asking graduates who served in the Pacific to assist him. His goal for this series is to make the reader aware of the services rendered by MMA graduates during that war. He hopes that by doing so, he will help all our graduates to take even more pride in their veteran status.

The above profiles represent a cross section of this May 4, 1944 graduating class. It is also representative of the many MMA graduates who have served admirably in the Merchant Marine as well as in many other fields of endeavor. We take pride in recommending these sterling examples to our future graduates.

COMMANDER MAURICE H. BOSSE is Director of Library Services at the Academy, the staff archivist for *Massachusetts Maritime Magazine*, and a regular contributor of both feature and specialty articles to the magazine.

★ CLASS NOTES ★

1920

WILLIAM R. HENDY is a retired Chief Engineer, USCGR, and was awarded an Honorary Doctor's Degree from MMA. He lives with his wife Frances in East Sandwich.

1921

NORMAN D. MacLELLAN is enjoying his retirement in Beverly, MA.

1927

GILBERT L. ALLEN, Cranston, R.I., though retired, is working as a "Docent" (unpaid, voluntary teacher) at the Roger Williams Park Zoo in Providence. "Great way to keep busy!"

JAMES A. McCULLOCH, Lady Lake, FL, recalls a time in the late thirties sailing aboard *Ida Hay Atwater* when all four engineers were from MMA (Mass. Nautical School). They all received commissions and volunteered for active duty in the Navy during WWII.

FREDERICK E. STEELE writes, "I'm retired here at the top of the world in Ocala, FL. I noticed the article about why a ship is called 'she' in our magazine, and I'd like to think this is accurate."

1928

GEORGE H. BARNES of Southern Pines, N.C., is still quite active, though retired, with a number of hobbies including ham radio. His call number is KB 4 VXZ.

1929

JOHN CUSICK resides in Sun City West, AZ, and has assisted in locating lost alumni.

ROBERT G. REDMAYNE, South Boston, VA, writes, "I enjoy keeping up with the *Massachusetts Maritime Magazine* and the *Bulletin*. As one ages, these things reach new importance. All is well!"

LOUIS WOODLAND resides in West Barnstable and has provided addresses and information on many lost alumni.

1930

RAY EISENBERG, Islip Terrace, N.Y., is retired as Captain USMS/USNR (Ret.) A complementary member of the Alumni Association, Captain Eisenberg graduated from the Pennsylvania Academy in 1930.

1931

CAPTAIN P.M. POLLETTA, Amesbury, is paralyzed from an accident on board ship. He is Head Coach in cross-country and Assistant Coach in track at Amesbury High School. He stays very active with a 1/2 mile swim every day, and he stays in touch with Captain George Duffy '41.

JOSEPH W. TULIS resides at 7 Black Horse Lane in Hingham, MA 02043.

1932

JESSE C. "JAY" CONDE, San Mateo, CA, does a history and slide show several times a year on the *Ranger/Nantucket/Emery Rice*. Over the years, he became an expert on the railroads of Hawaii, and some of his books on the subject are available in the MMA library.

1933

FREDERICK AROLD, retired, a widower, living in Methuen, would love to hear from Nantucket shipmates. McGilvray, Arold, and Hansford '32 are in touch, alive and well, north of Boston.

WILLIAM B. VAUTRINOT, Eastham, is still on the upbeat and looks forward to his 55th class reunion next year. He'd like to know if any of his classmates will be attending this year's clambake. Write to Bill at P.O. Box 631, Eastham, MA 02642.

Norman MacLellan '21

1935

JAMES M. MURRAY, Hyannis, keeps up with classmates. His son, Jim, Jr., is a Marine Corps colonel at Camp Pendleton, CA.

MYRON C. THOMAS, Vineyard Haven, is still antiquing, selling books, and repairing furniture. He and his wife are healthy and able to get around.

1936

ERNEST W. BEMIS, West Bridgewater, has been retired for ten years and is looking forward to another ten years, although he is now dependent on a pacemaker. He keeps busy with gardening, beekeeping, some traveling, and ex-POW group meetings. He's always interested in reading about '36 grads.

CAPTAIN WILBUR S. DOE has retired from the U.S. Coast Guard and is living in Plantation, FL. He spends the summers in Massachusetts and the winters in Florida.

EDWIN HAMILTON, retired advertising manager, Mueller Brass Co., lives in Port Huron, MI. He has sent MMA a number of interesting photographs, 1930's vintage, which should prove useful.

ROBERT MUSHET retired as Captain with the Steamship Authority. He's enjoying his well-earned rest at home in Centerville.

1937

CAPTAIN ROGER H. BANNER serves as Chairman of the Safety Evaluation Division for Liberian Service, Inc. in the International Building in Reston, VA. Capt. Banner and his family live in Leesburg, VA. He reports that son Larry graduated from Stanford University in June '87 and is now teaching English in Xian, People's Republic of China, at Xian Medical University.

JOHN R. CAIN, retired, resides in Dallas, Texas. He has been helpful in alumni affairs.

Milton H. Shaw '39

ARTHUR G. ELLIS is retired and living in Woburn.

FENTON F. KORMAN, JR. is a retired nuclear engineer and lives in Chula Vista, CA.

EDWARD RICHMOND has retired in Hellertown, PA. He enjoyed his class's 40th homecoming reunion last October.

1938

WILLIAM COOKSON is retired and living in South Miami, FL. He is active in the Florida Chapter of MMA Alumni and hopes to attend his 50th reunion in '88.

CAPTAIN LEON R. DeMONTIER, retired Master, is a marine surveyor, consultant, and appraiser in Onancock, VA. In reminiscing about Academy days, he points with pride to the fact that he was one of seven "Nantucket" graduates (1938 and 1939) from the city of Melrose.

WENDELL D. SLAYTON, Wharton, N.J., hopes to make it to his MMA 50th reunion.

LIBA L. STUDLEY is retired and living in Hingham.

1939

BERT DANIELSON resides in St. Petersburg, FL, and has assisted in locating lost alumni.

RALPH F. JOHNSON is enjoying his retirement in Deerfield Beach, FL.

CAPTAIN HARLOW A. LAZOTT, USNR (Ret.) enjoys hearing about all class members of '39 and '40, plans to attend the MMA 50th year reunion, and hopes for a good representation of his class.

MILTON H. SHAW, Boston, has announced plans to retire this June as Executive Vice President of the Massachusetts Association of Realtors. During his 21 years of leadership, the Association grew from 4,000 to 20,000 members. He is a published author in the field of real estate and was twice named as Greater Boston's Realtor of the Year. In earlier years, he was a master mariner and retired as Captain, USNR.

George Duffy '41

1940

JOHN WIRTANEN, retired, lives in West Barnstable with his wife Helen. He was recently the subject of an article in the *Cape Cod News* which described him as the village's unofficial historian. John saw Navy action at Guadalcanal, Normandy, and Okinawa before being supervisor of heat, operation, and maintenance at Otis Air Force Base. His hobbies are racing sailboats and studying history.

1941

ARTHUR H. (PAT) DRAGON has recently retired and is living in Richmond, CA.

GEORGE DUFFY, Seabrook Beach, N.H., attended a reunion of the crew of the German surface raider *Michael*. During WWII, *Michael* sank 14 ships, including the M/S *American Leader*, aboard which Mr. Duffy served as Third Officer. After the sinking, Duffy and 46 others were picked up and taken prisoner. Duffy was the first "prisoner" in forty-five years to attend a *Michael* reunion.

EDWARD W. EMERSON, Camden, ME, keeps busy on the Maine coast with firewood and Irish moss harvesting.

JAMES W. McGRATH retired from B&W (Naval Nuclear Reactors) in 1984. He now lives in Lynchburg, VA, working part-time and studying art and photography. He enjoys his 27' Chris Craft on Smith Mountain Lake in season.

JOSEPH M. O'DOWD, Agawam, recently retired from the Providence Hospital in Holyoke. He had previously retired from Massachusetts Mutual Life Insurance Company. Earlier, he had sailed with Grace Lines and with the Navy during WWII and Korea.

WALTER F. POPP, Marietta, GA, is with the Institute of Nuclear Power Operations (INPO) in Atlanta.

1942

JOHN W. BAILLY, Buffalo Grove, IL, reminds everyone that the Florida Chapter of MMA Alumni meets every spring and fall. John is the Vice President of the Chapter.

Andrew E. Gibson '42

CAPTAIN ANDREW E. GIBSON is Chairman of the Board of American Automar, Inc., a Washington, D.C. firm operating vessels under an MSC contract. He resides in Short Hills, N.J. After graduation, he worked up to Master with United States Lines, continued his higher education and graduate studies at Brown, NYU, and Harvard. Among other positions, he served successively as President of Interstate Oil Transport Company, Maher Terminals, Inc., and Delta Steamship Lines, Inc. He received Presidential appointments along the way, including diplomatic assignments with ambassador rank, and he served as Assistant Secretary of Commerce. Captain Gibson is a Director of the American Bureau of Shipping and of the Panama Canal Commission. He writes that he hopes to visit the campus soon.

1943

HOWARD A. CARANDE is self-employed and lives in Ona, West Virginia. He sends his "hello" to all his friends.

HOWARD G. McCARTNEY recently received his radar recertification at the MMA campus. He reminds his classmates, "Forty-five years ago, during the big WWII, our class took off. Should have another get-together before we are all too old." Howard will serve as the class agent: 8 Checkerberry Lane, Chelmsford, MA 01824; (617) 256-5822.

JAMES N. MELANSON is retired and resides in Huntington, VT.

RICHARD T. SOPER, Chairman, CEO, and President, American Bureau of Shipping, Paramus, N.J., has been helpful in locating lost persons among his classmates. Master's License, Port Captain, degree from Harvard, President of Columbus Line, visiting professor, and Executive Vice President of Sea-Land make up part of his resume.

VINCENT F. SORDILLO recently retired from Hilsinger Corporation of Plainville, MA, after ten years as Chief Engineer. He now resides in Greenville, Rhode Island.

1944

CAPTAIN JOHN GIBBONS served as Master of *Patriot State* during this year's annual training cruise.

PHILIP LEONARD is owner of Leonard Insurance Agency in Osterville. He says, "alumni should try to visit the Academy grounds at Buzzards Bay and see what a wonderful school Massachusetts has developed. Not merely confined to turning out third mates and third engineers. Many can readily find purposeful employment ashore as well as at sea."

LAWRENCE A. MURPHY is enjoying his retirement with wife Charlotte at home in Brockton.

VERNON WHITEHEAD, Washington, D.C., is the Senior Pilot at the Panama Canal. He plans to retire to his home in Barrington, R.I., "one of these days." Vernon was visited recently by Captain Ed Kniskern '45 and family.

1945

RICHARD C. FULLER, retired, is living in Attleboro.

CHIEF BILL HEFNER will serve as class agent: 8 Clover Lane, Scituate, MA 02066, (617) 545-1593. His class is considering a mini-reunion this year.

RICHARD W. KENNEDY, Southbridge, sailed as Second Mate, retired as LCDR, USNR, and later retired as a commercial real estate appraiser. He recommends early retirement but still moonlights as an independent appraiser.

1947

ROBERT F. COLLINS, Danvers, says, "Full and Bye! It's all worth it!"

CAPTAIN JOHN A. CULVER, Dover, N.H., retired on July 1, '85 and started consulting in Marine and Quality Engineering. His work takes him to vendor plants and shipyards. He has had several teaching assignments for the

Navy in ship construction and ship repair planning, engineering, and quality assurance.

CAPTAIN LAWRENCE J. FAY resides in Rancho Palos Verdes, CA.

MARK GIBBONS, Cambridge, is Chief Executive Officer and Chairman of the Board of his own business. He writes, "After a short 3-piece suit career in real estate in Cambridge for R.M. Bradley Company in the 50's and early 60's, I was divorced and moved to Portugal where I have lived, off and on, for the past 22 years. I remarried again in '78 to a young English lady with family connections in Greece where we maintain quarters on an island in the beautiful Aegean Sea. We keep a small house in Belmont (business interests in Cambridge) and a select stable of vintage automobiles — all to keep the big hands and the little mind busy."

JAMES D. HANLON, Staten Island, N.Y., sailed with American Export and States Marine Lines and as a naval officer during the Korean War. After MMA, he earned a second degree from Holy Cross College. He is currently the Superintendent of Pouch Terminal on Staten Island. He very much enjoyed his 40th MMA reunion.

RAYMOND H. HOWARD attended the U.S. Naval Academy in Annapolis and went into the U.S. Air Force until 1955. After working for Western Electric Company for 4 years, in 1959 he joined Vitro Corporation, Silver Spring, MD, as Engineer. Still with Vitro, Raymond and his wife live in Rockville, MD, and enjoy their 4 children and one grandson. Raymond's former name was Reino E. Heltula.

CAPTAIN ERIC D. MINKKINEN, USN (Ret.), Daytona Beach, FL, just finished six years as a member of the Board of Directors of the Retired Officers' Association. This non-profit group accepts membership from men and women who are or have been commissioned officers. Important benefits include supplemental medical insurance, employment services, etc. All MMA graduates who were commissioned qualify.

GEORGE H. MORSE of North Attleboro says he's still picking those cranberries.

ROBERT D. USEN is working in Mergers and Acquisitions and lives in Brookline.

EDWARD J. WALL, JR., West Peabody, is Vice President of the Commercial Union Insurance Company in Boston.

LEONARD WAYNE, Newton Center, owns and operates "Picturesque Studies" doing general photography for the last 28 years. Married with two sons. The older son is on a fellowship at the University of Tokyo and will return in '88 to be Assistant Professor of Cell Biology at Cornell. The younger son is an MIT graduate in Electrical Engineering and is a Senior Project Engineer with Analog Devices in Norwood.

1949

THOMAS M. CASS, Short Hills, N.J., is looking forward to his class reunion in '89. "Cape Cod looks better each year, and I'm hoping to retire there in the future. Where were my classmates at Homecoming? Great game, even though we lost."

MacLEAN CROWELL resides in Tequesta, FL.

WATSON I. FOURNIER, West Caldwell, N.J., continues as Vice President of Sales with W.B. Arnold Company, Inc. He sells heavy marine equipment for ships and barges and travels from Houston to Miami and back to N.J. at least 4 times a year.

GORDON B. LAWRY heads up the Gordon Lawry Insurance Agency of Centerville. After graduating, he sailed a few years with United States Lines and then entered a 30-year career in insurance and real estate.

Richard Soper '43

CAPTAIN ROBERT E. VAUGHN, Topango, CA, is vice president of an oceanographic research firm located in the San Fernando Valley, City of Los Angeles.

1950

ROBERT L. KENNIFF, Manchester, CT, is with Aetna Life & Casualty Company. He wishes Carl Halverson the best of luck as President of the Alumni Association.

1951

KENELM N. COLLINS, Eastham, is teaching at Nauset Regional High School in North Eastham. He has eighteen years of teaching to his credit.

ALLEN E. McCARTHY, Hampton, N.H., is still running Dacor Brick in Worcester with the help of two of his sons. Allen III is in sales and Stephen is Plant Manager. This gives Allen a chance to take a lot of time off from work. His son, John, is attending MMA, Class of '91.

WILLIAM R. SCARBROUGH lives in Cranford, N.J. and works in New York as Vice President of William H. McGee & Company, Inc., Underwriting Managers. Bill summers in Bourne.

WILLIAM A. SOARES of Beverly is Director, Product Line Support, with Commercial Union Insurance Company of Boston. He took a 2-hour video of his 35th reunion in October of '86, and he looks forward to the next reunion in '91.

1952

STEVE BURKE, Londonderry, N.H., is married and is a police officer in Hudson, N.H.

RICHARD H. JACKSON, Marion, is Senior Manufacturing Engineer for Davol, Inc. Dick writes, "My bride from Calcutta, India, and I recently celebrated our 30th anniversary. Gardner Barrett '51 was my best man at the U.S. Naval Base in Yokosuka, Japan."

STEPHEN J. (DOC) O'CONNOR retired from TRW/Electronics and started an electronic component representative firm in South Atlantic States (FL, GA, NC and SC) plus metro NY (Long Island, N.J., and CT). He'd like to hear from alumni connected with original equipment manufacturers in the electronics industry and thinks it would be fun to do business with MMA grads. Write to Doc at 1 Fresh Meadow Road, Weston, CT 06883.

Richard Leahy '45

CAPTAIN ARTHUR W. (BILL) PATTEE, USN (Ret.) is "steaming as before" and ashore with JHU/APL Submarine Technology Department in Laurel, MD, commuting from home in Fairfax, VA. Bill is working on a project involving WHOI and other ocean-oriented laboratories.

WALTER SULLIVAN has been elected as President and Director, Stone and Webster, Inc. He joined the firm in 1977 after retiring as a navy captain. He had served 17 years in nuclear-related jobs including command of nuclear submarines.

1953

CAPTAIN BARRY E. DENNIS is retired and at home in North Andover.

REAR ADMIRAL JAMES F. McNULTY, USMS, is Superintendent of Great Lakes

Maritime Academy, Traverse City, MI. He has been involved in maritime education since retiring as a Navy captain.

1954

HORACE HARRISON, Satellite Beach, FL, is Project Engineer for Rockwell International Corporation at Kennedy Space Center.

HUGH P. WARD, Vienna, VA, honors the memory of his brother, John M. Ward '65, who was lost at sea in October '67.

1955

ARMAND E. (ED) DUCHARME, Broad Brook, CT, is Facilities Manager for United Technologies of South Windsor, CT. He attended his MMA class reunion last year and was surprised to read his name among the *Mass. Maritime Magazine*'s list of the missing. Thanks to Paul Tierney for getting Ed's name back on the mailing list.

BRIAN E. FITZPATRICK, Ossining, N.Y., is Vice President of Sales with Richardson-Vicks of Wilton, CT.

Mark Gibbons '47

1956

VICE ADMIRAL WALTER T. PIOTTI, USN, resides in Herndon, VA. See page 4 for his feature article and biography.

1957

CAPTAIN ROBERT E. RUMNEY, USN retired from the U.S. Navy on 1 January '88. He plans to remain in the Tidewater, VA area and is now working for JJH, Inc. Bob hopes to get action underway to start a Tidewater chapter of the alumni.

1958

KARL MEYER was honored in November by the American Legion's Robert L. Hague Post when it presented him with its Distinguished Service Citation during its 46th Annual Guard of Honor Ball at the Waldorf-Astoria. Karl is Chairman and CEO of Marine Transport Lines. MTL made maritime history last year when its *Marine Reliance* became the first American flag ship dedicated solely to carrying imported cars (Nissan). After graduation, he sailed three years and later graduated from Harvard School of Business. He has formed and/or presided over a number of firms and today is also Chairman and President of Universal and American Ventures Corporation (UAVC). He resides in Greenwich, Ct.

1959

JOHN DUNPHY of Corning, N.Y., is now Director of New Business Development in the Technical Products Division of Corning Glass Works.

DONALD E. KADLAC, Somerville, N.J., tells us that when United States Lines closed its doors in late 1987, he left them after 28 years with a lot of memories. Don is now Superintendent Engineer at Vessel Charters, a subsidiary of Prudential Lines.

DAVID MacKINNON lives in Wareham and is Principal of the High School.

1960

RALPH O. HILL is mayor of San Juan Bautista, CA. He hopes to visit the campus this year.

NORMAN NILSEN of Ben Lomond, CA,

Walter Sullivan '52

after sailing with American Export Lines, earned an M.E. degree in Naval Architecture and Ocean Engineering at Berkley; taught computer science and math at California Maritime Academy; worked on the Navy's Trident program at Groton, CT; and for the past ten years has been a consultant, primarily for Westinghouse Marine Division.

EDWARD J. VAUGHN, Forked River, N.J., sails as Chief Engineer for Farrell Lines.

1961

WILLIAM J. GARDNER, Pekin, IL, recently was awarded a Ph.D. in Management from California Coast University. His dissertation was "The Impact of Aftermarket Strategies on the Selling of Durable Goods in a Modern World Environment." He is currently in marketing with Caterpillar, Inc. and holds several patents. Bill is a published author in the field of diesel engines. He and wife Sally have 3 children.

CHESTER R. HARTSHORN, Bristol, R.I., continues selling large sailboats with Little Harbor Yacht Sales, Ted Hood's company, which recently relocated from Marblehead, MA to Portsmouth, R.I.

JOHN SPERO, Harvard, is a consulting engineer and has contributed considerable effort in locating missing classmates.

1962

ERNIE (SWEATS) DEWIS, wife Mary, and 3 children live "outback" in Euroa, Victoria, Australia. He is sailing as Chief Engineer with the P and O offshore oil rig support vessel fleet and has overseen construction of a company vessel in Shanghai.

JAMES L. DOLAN, III, South Orange, N.J., is Senior Vice President of American Bureau of Shipping at Paramus, N.J.

1963

WILLIAM B. THORUP, Fort Lauderdale, FL, is a pilot at Port Everglades and occasionally sees alumni, including Don Haggerty '63, Tom Newton '63, and Bill Atkins '61.

1964

MICHAEL F. CUNNINGHAM is celebrating his 15th year as founder and president of Doonwood Engineering, a mechanical contracting firm specializing in design, installation, and repair of pumping systems. He's located in Kailua, Hawaii.

GEORGE F. GILLIS, Natick, recently completed a two-year term as President of MMA Alumni Association. He's working for Stone & Webster and is still active in the Naval Reserve as Executive Officer of the Readiness Unit in Providence, R.I.

1965

ROBERT V. CAIA, Amherst, N.H., retired in '85 and now owns and operates a marina in Sunapee Lake, N.H. He was recently visited by Ted Downing '64.

JOHN F. SULLIVAN, Hoboken, N.J., is Vice President, Merrill Lynch Hubbard, in New York City.

1966

PAUL J. DRISCOLL is working for Hawaii Protective and is assigned to the Keahole Airport in Kailua Kona, Hawaii — the big island. Paul retired from the State Police in December '86 and hopes to see some of his friends when they vacation on the Big Island.

PETER C. FRASER, Sandwich, is Principal Engineer in the Control Systems Division of Stone & Webster Engineering Corporation in Boston. Peter is working on fossil fuel and process projects.

PETER H. MAITLAND has returned from Diego Garcia and lives in Salem, MA. He worked as Second Assistant Engineer aboard the *Green Valley* for Central Gulf Lines. His Chief Mate was David Fisher '69, the brother of Peter's classmate, Captain Bruce Fisher, an East Coast Pilot.

1967

FREDERICK S. BUTLER, Londonderry, N.H., writes, "Jay Svenson '67 wins the prize for being the first attending offspring."

CDR EDWARD I. DUNN, JR., USN, is with SUSNO COMEDEAST and says that he wishes the Navy subscribed to *Massachusetts Maritime Magazine. They do.* Ed.

ROGER MONTEMBEAULT, Huntington Beach, CA, has been with Gould Pumps for 13 years. He is presently General Manager of the Pro Shops Division with 8 locations across the country and 2 more on the way.

JAY F. SVENSON, Kingswood, Texas, enjoyed MMA's summer clambake and was amazed to see how much the Academy has improved. He said he doesn't run into many MMA grads in Houston.

1968

DAVID E. CARRIERE, Marshfield, is Supervisor of Results for Commonwealth Electric of Massachusetts.

1969

DAVID S. ANDERSON of Wilmington, N.C., works for the Carolina Power & Light Company as a Project Engineer at the Brunswick Nuclear Plant. His son David is carrying on the tradition at MMA and is in the "Centennial" Class of '91.

1970

RONALD B. KELLY, Weston, is Senior Instrument Engineer for Thermo Electron. He is currently involved in the design of three wood-fired power plants, 15 MW, in N.H. and Maine. A number of Mass. and Maine Maritime Academy graduates are being hired for operations and for management of same.

ERNEST P. SKOROPOWSKI, Londonderry, N.H., sails as Master of *Sea-Land Marketer* for Sea-Land Service, Inc.

1971

BOB ALBEE (recently the father of a baby girl) and family live in Jakarta, Indonesia. He is Senior Applications Engineer for G.E.'s International Sales and Services Division and is involved with a large gas turbine-powered LNG plant.

1972

PAUL R. SHEPARD sails as Chief Mate on S/T *Chelsea* for Keystone Shipping. His home is in Warwick, R.I.

1974

DAVID A. GEER, Pensacola, FL, is sailing as Captain for Sedco Forex out of Dallas, Texas.

1975

MARTIN E. CONROY, Hyannis, serves as Master for the American Overseas Marine Company.

DAVID LACASSE lives in Homer, Alaska, and works as Chief Engineer for Offshore Services, Inc., Nikiski, AK.

JOHN E. McCABE, Wellesley, Attorney at Law, was admitted to Massachusetts State and Federal Bars in 1986. He opened an office for the general practice of law in Wellesley in September 1987.

GLENN F. McCULLOUGH is living in Owls Head, Maine, with his wife Vada and son Eric. He's sailing as Chief Engineer on Sabine tankers.

CARL OLDERICH of Halifax is employed by Maersk Lines Ltd.

JAMES P. TASSINARI, Plymouth, is sailing as First Assistant Engineer with Inland Lakes Management on the Great Lakes. He and his wife were expecting a son in April. Though they live in Plymouth, they summer on Buttermilk Bay.

1976

JOSEPH A. FLEMING, Landsdowne, PA, tells us that he met Captain James Nolan '59 and Brian McCardle '78 at the Liberty Ship Merchant Marine Memorial last May in San Francisco. Joe happened

Karl L. Meyer '58

to be in San Francisco on his honeymoon at the time.

1977

MICHAEL J. LYNCH of Sterling is Manager, Training and Development and Advertising for Riley Stoker Corporation. He writes, "A lot of maritime grads going from sea to shore jobs stay involved with the steam generation, power engineering field. Here at Riley Stoker Corp., many grads are working in Field Service, Engineering, and Training. What other companies have MMA grads?" *A lot, Michael. We'll send you a list.* Ed.

BRUCE E. MINNETTE, South Easton, is sailing with Exxon Shipping as Chief Engineer. His two children are Chad Michael and Tara Nicole.

ERNEST R. SIMON lives and works in Sayville, N.Y. He is employed by Long Island Lighting Company as a Plant Engineer.

1978

DAVID G. CHARTIER, Kingston, sails as First Assistant Engineer with Farrell Lines, Inc.

KEVIN FITZPATRICK, Brighton, is married and is First Engineer on M/V *Arion,* Apex Marine Corp.

ROBERT J. LEBRUN of Rowley sails as First Assistant Engineer for Texaco.

ANDREW H. MUNTER, Springfield, PA, is a Repair Engineer for North Tug and Barge Fleet with Sun Oil Company in Newark, N.J. He and Janice have two boys: Michael (age 7) and Jason (age 2½). He's looking forward to possible reunion this year at MMA. His office phone number is (215) 447-3516.

GEORGE L. WOODS, III and Margaret, Vermilion, OH, welcomed their first child, Christopher George, in February. They invite MMA grads in the Ohio area to stop at their home (135 Cavalry Road) to visit.

1979

STEVE BURKE, Londonderry, N.H., is married and is a police officer in Hudson, N.H.

MICHAEL A. BURT, Saugus, is working

William Gardner '61

with General Electric in Turbine Installation/Nuclear submarines in Groton, CT.

FRED S. DELUCCA, Dorchester, is sailing as First Assistant Engineer for American Heavy Lift Company.

BRIAN G. O'LOUGHLIN, wife Maureen and daughters, Katie and Sheila, live in South Weymouth. Brian is a Nuclear Plant Operator for Boston Edison.

DANIEL M. PARR of Hyde Park writes that he "is employed through MM&P (Ha Ha!) but is mostly unemployed."

PAUL J. SCORDATO resides in Ellington, CT.

1980

MARK ALEXANDER, Fort Myers Beach, FL left Exxon in May '86 to work as Marketing Director with Saxon Properties developing single family home subdivisions as well as purchasing fully leased office buildings for European investors. Mark runs into Roy McDermott '80 every few months.

COSTAS BALOMENOS, Kennebunkport, ME, received his Master's

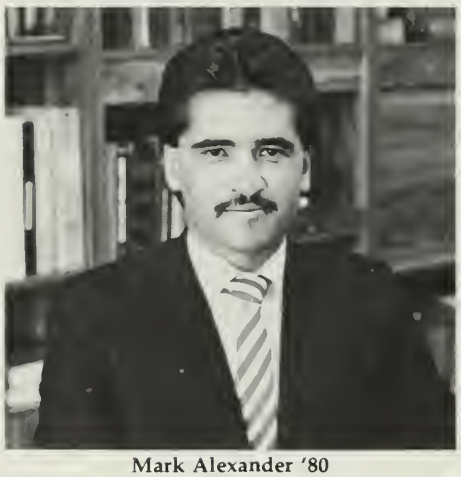
License and is sailing as Chief Mate on M/V *Aurora*, Apex Marine Corp.

OREN D. BENTLEY, Conway, N.H., is a shift supervisor for Pinetree Power at a woodburning power plant in Tamworth, N.H.

JOHN W. BIGGIO, Glen, N.H., has received his First Assistant's License. He recently sailed with Paul Goodhue '79 aboard *Mallory Lykes*.

RICHARD H. BLACKMAN, JR., Dixfield, ME, is Shift Supervisor at the power plant for International Paper Company of Jay, Maine.

THOMAS A. CIVIELLO has been working for Sedco/Forex for the past eight years as Engineer for a drilling contractor in the oil business. He and his wife have two children: Laura, 2½, and Anthony, 6 months. Tom asks to hear from his classmates, particularly Sammy Rodrigues and Mark Wertheimer. His address is The Fenway Ballater Road, Aboyne, Scotland, U.K.



Mark Alexander '80

JOSEPH A. KEEFE, Houston, Texas, is a Cargo Superintendent for Cargo Control Consulting. Joe got married in '87.

CHRIS ROLLER, Sandwich, is working in Brazil for Sedco/Forex. He says that the oil drilling business isn't what it used to be, but then neither is he. He enjoys his time off in East Sandwich with wife Maureen and two daughters. He adds, "No, I'm not fat yet!"

RONALD E. SWANSON, Bay City, TX, is a Start-Up Engineer with Bechtel Western Power Company down at the South Texas Project Nuclear Plant, Unit 2. He occasionally gets to work with his brother, Bob '82, who is working with Houston Lighting & Power Company at STP. Any classmate in the area of Bay City or Houston area, please give a call at (409) 245-5289.

JOSEPH P. WIONCEK of Beverly is First Assistant Engineer for MEBA, District #1.

1981

KEITH S. BRAIS, Attleboro, says, "Employment ashore got old fast." He's presently enrolled at New England School of Law and is still single.

ROBERT W. COOLIDGE, wife, and sons are moving from Buzzards Bay to Sandwich. He recently left Crest Tankers (2/A on *Copper Mountain*) to take a position as an operator at Pilgrim I, Boston Edison.

PHILIP T. CRONIN, Foxboro, is employed by Exxon as Second Assistant Engineer.

VINCENT A. DEMAIO is a Mechanical Engineer for PERA (crudes). He has moved from Charlestown, MA to Swedesboro, New Jersey.

PETER J. MANZONI, Dedham, is working as Facilities Supervisor of remote computer facilities for Fidelity Systems Company.

ARTHUR P. MORSE married Alison Hunter in '86 and moved to Nashua, N.H. He's working for Raytheon in Andover, MA, as a Quality Engineer.

ALAN S. PICKERING, Middleboro, has been Environmental Engineer II for

Gregory Cordeiro '85 and wife

DEQE for more than two years. He's also a first year student at Suffolk University Law School in the evening division.

GEORGE E. SCHAAB, Aldan, PA, asks, "Where is Shawn Byrnes? I haven't heard from him since school."

1982

STEPHEN M. BROWN is an Applications Engineer for Bird/Johnson Company in Walpole. "Mack" and Cindy live in Scituate, have a 20-month-old daughter Kathleen Taylor, and expected their second child in April.

JAMES M. CABUCIO, East Freetown, works as R16 Engineer in Aberdeen, Scotland, for SEDCO/FOREX.

MARK C. COGGINS, Anne Marie, and daughter Caitlin are living in Alexandria, VA. Mark is employed by Military Sealift Command as Marine Transportation Specialist.

RICARDO A. FERNANDES lives in North Stonington, CT, and works in Groton as a Nuclear Engineer for General Dynamics/Electric Boat.

MICHAEL G. KEOGH, Hyde Park, MA, is employed with Boston Edison at the Pilgrim Power Plant as a Nuclear Plant Operator. He and his wife Joan happily announce the arrival of baby Michael.

DENNIS M. McMORROW sails as Second Mate for Texaco and resides in West Roxbury.

MICHAEL P. O'NEILL, Alexandria, VA, is Vice President of Information Systems for Admiralty Systems, Inc. He started a consulting business with four graduates of Kings Point. The company provides Military Sealift Command Program Management for new construction and conversion ship programs.

HOWARD E. PERSON, West Springfield, works as Engineer with Northeast Utilities. He writes that he is now married with two beautiful daughters and is having fun with his Ring Dance date. He wishes all his classmates the best, especially Hoopy, Tip, and the rest of 5th Company.

THOMAS SCORDATO and his wife live in Bethlehem, PA. Tom works as a boiler salesman for Miller & Chitty Company. He is looking forward to seeing all the lacrosse alumni at the Homecoming Games in 1988.

1983

JAMES M. AYLWARD lives in Milton and is employed by the Commonwealth of Massachusetts as Environmental Police Officer.

DAVID J. BROWN is an engineer with Northeast Utilities. He first worked at the coal-fired Mt. Tom Station in western Massachusetts and is now on temporary assignment working with the environmental regulations group out of the corporate offices in Hartford, CT. David and Donna married in September '86 and reside in their new home in Westhampton, MA.

SCOTT J. FERGUSON, Florence, VT, is a LTJG in the U.S. Coast Guard and is Supervisor in the Marine Safety Detachment at Port Ponce, Puerto Rico.

DONALD P. FITZGERALD resides in Hingham, MA.

ALAN A. GILLIS, Goffstown, N.H., is Assistant Engineer, System Planning/Energy Management, with Public Service of New Hampshire.

GREGORY A. GOOLISHIAN, JR., Manchester, N.H., is serving in the U.S. Navy.

THOMAS F. McELHINNEY has been employed by the U.S. Nuclear Regulatory Commission since 1984. He is presently assigned as Resident Inspector at Turkey Point Nuclear Plant near Miami, FL. Tom is getting married in June in Atlanta, Georgia.

DONALD E. PIGOTT, JR., is a barge engineer for SEDCO/FOREX. He recently bought a house in Londonderry, N.H.,

and is still working in Brazil. Don is working on seatime for his Chief Mate, Unlimited license.

WILLIAM E. WIGGINS, Princeton, is sailing as Third Mate with MSC. He has his Second Mate's license. He's proud to announce the birth of his son Jason, born August 8, '87.

1984

KURT J. DeCICCO and Wendy Lewandowski were married on February 21 and will reside in Buzzards Bay. He has been shipping with Amoco for three years.

ANDREW W. HAYDEN sails as Second Engineer for Ocean Shipping of Houston, TX and resides in Norfolk, MA.

JOSEPH E. KLEMPA, Roslindale, is employed by P.N.S.Y., Kittery, Maine, as a Nuclear Test Engineer.

KEVIN J. LAGASSE, Plaistow, N.H., is a Field Engineer with General Electric.

JOHN F. NORTON, JR., North Quincy, is employed by Mass. Water Resources Authority as a Sampling Associate at the Charlestown Navy Yard.

PAUL J. VITELLO, Cromwell, CT works as Assistant Facilities Engineer in the Plant Engineering Department of United Technologies Research Center in East Hartford, CT.

1985

ROGER C. ARNOLD, Sagamore Beach, is Third Mate with Marine Transport Lines.

CLARE S. BISHOP, Waltham, is working as Assistant Civil Engineer for Mass. Water Resources Authority in the Waterworks Division. Her highest license held is that of Third Assistant Engineer.

GREGORY J. CORDEIRO is a Mechanical Engineer for NAVSSES. He married Maureen F. Neally of Centerville, and they have lived in Westville, N.J. since their honeymoon in Bermuda last October.

MAUREEN E. CRAWFORD resides in Norwood.

SCOTT A. FARNHAM of Westport is sailing as Second Assistant Engineer for American Heavylift Shipping.

LT. JAMES P. FOLEY is an instructor pilot in the U.S. Air Force at Laughlin Air Force Base in Del Rio, Texas. He's flying T37/T38s now.

HAROLD S. GOODING IV, Folcroft, PA, married Jacqualyn J. Gerrior Sept. 17, 1987. They planned a late honeymoon in Australia in March '88. Harold notified us that he was almost onboard USS *Stark* on May 17, 1987, when it was hit by the Iraqi missile, but his tools did not arrive on time for him to do his intended job. "Thank you, God, for leaving me safe on land."

MARTIN HAIRE lives in Sarasota Springs, N.Y., and works for General Electric as a Nuclear Overhaul Engineer.

LTJG JEROME F. HAMEL is a CIC Officer/Public Affairs Officer in the Navy. He serves aboard USS *Oliver Hazard Perry* (FFG-7). Home is Philadelphia.

GILBERT J. STEVENS, North Stonington, CT, is an engineer for Electric Boat.

1986

GLEN DUNHAM, Southington, CT, is Third Mate for Sabine Tow & Transportation, Inc.

ENSIGN DAVID S. ELLIS is a DCA in the Navy. He serves aboard the USS *Capodann* (FF-1093).

ROBERT K. FANNING, Maynard, is currently employed by PSNH at Seabrook and is working with Michael Kiley '86.

ANDREW A. HAMMOND, Hanover, is sailing as Third Mate for the Army Engineering Corps on the hopper dredge *McFarland* and expects to upgrade to Second Engineer soon. Two weeks on and two weeks off.

BRIAN P. KINGSTON, Boothwyn, PA, works for NAVSSES as a Mechanical Engineer and recently became engaged to Miss Leslie A. Shivery of Bryn Mawr, PA.

ROBERT LOWDER is with General Dynamics, Electric Boat Division, Groton, CT, as a nuclear design engineer.

LIAM P. MONOGHAN, Centerville, is General Manager of the Hyannis Travel Inn.

DAVID H. SARGENT, Cohasset, works as a Control Operator with Vicon in Springfield.

1987

ENSIGN SCOTT E. CORSANO, Monument Beach, is in the Navy and going to Surface Warfare School in Newport, R.I. After completion of school, he will be assigned to the USS *Connole* (FF 1056). Homeport will be Newport, R.I.

JAMES E. HILTON, Tiverton, R.I., is sailing as permanent Third Mate for Texaco.

GARY L. LOMBARDI, Rocky Point, N.Y., is employed by Exxon Shipping Company. He recently married and asks, "Where are you, Bob, Pat, Wayne, and Jim?"

MAUREEN J. McCARTHY resides in Stratford, CT and works as a Utility Operator for Bridgeport Resco.

JOHN P. PEACOCK, Silver Lake, N.H., is an able-bodied seaman with Exxon Oil.

KEVIN R. POYANT of New Bedford is employed by Exxon as an able-bodied seaman.

LEONARD SAMPSON, Wappingers Falls, N.Y., is sailing as Third Mate with American Trading Transportation Corp.

CHRISTOPHER P. SWEENEY, Wakefield, is sailing as Third Assistant Engineer with N.O.A.A.

T·A·P·S

In response to our last issue, families, friends, and classmates have notified us that the following alumni are no longer living.

1914 Laurence L. Horton
1915 Philip J. Durney
1918 William H. Fitzgerald
1920 Francis X. Landrey, George P. Lord, Jr.
1921 Frederick L. Harlow
1923 George F. Carleton, John A. Hey
1924 Sydney Blackledge, Edward B. Ellis, John M. Joseph
1925 Paul L. Litchfield, Harold V. Nerney
1926 Frederick D. Hoitt, Charles E. Kimball, Ernest A. Lewerenz
1927 P. Edward MacDiarmid
1928 Malcolm W. Downie, John E. Forrest, Albert C. Hodson, Raymond C. Kidd, Ernest G. Leavitt
1929 Weston T. Healy, Samuel E. Johnson, Roderick H. MacKenzie, Hugh O. Magarian, John J. O'Connor
1930 Aarne E. Koskela
1931 Joseph F. Fortunati, Jr., John E. Green, Harold R. McPhee
1933 John P. Gately, Alfred C. Mehegan
1934 John R. Hickey
1935 Robert B. Canfield, Conrad W. Fisher, Jack Gesmundo, Herman Kastberg, Robert M. Kelly, Veikko I. Lahti, Richard F. Luddin, William H. Mills, Jr., Joseph C. Murphy, Russell H. Terry
1937 Thomas H. Greany, Jr., William T. Kennedy, Richard V. O'Neill
1938 Robert H. Macomber, Van H. Morris
1939 Robert E. Hall
1940 Norman Jennings
1941 Ernest S. Bougess, John F. Graham, Malcolm E. Light, Robert L. Sumner, John W. Yager
1942 Robert D. Crowley, Martin J. Forrest, Jr., William Gillespie, Henry L. Gorczyca, Francis J. Greatchus
1943 Roger W. Edes, Robert J. Fay, Peter J. Kimball, Peyton C. March, Robert F. McNamara, Robert Nolan, John J. O'Brien, Jr.
1944 Perry A. Marston, Jr., Neal R. O'Hara, Jr.
1945 Thomas F. Daly, Glenn H. Lohnes, James V. Murphy
1952 Nathan C. Holway
1953 Frank F. Hankey, Joseph D. Harrington, John E. Hathorne, Jr., Leo Jacobs, Roy C. Moffett, John G. Nedder
1956 Robert W. Cashman
1957 Forbes Graham, Robert Stickney
1958 Daniel Sullivan
1960 Clayton Babineau
1961 Robert J. Donahue, Mark T. Shea
1976 Naval J. Mody

TRACING LOST PERSONS

Please write or call with information on whereabouts

Class of 1912 — William H. O'Donoghue
Class of 1918 — Almer T. Hovland
Class of 1919 — Frank Parsons, Charles B. Scully
Class of 1920 — Alexander M. Paddock, Joseph H. Sawyer, Earle S. Stevens, Richard B. Taylor, Ralph E. Tilton, William S. Tyrrell, Ralph B. Warner, Joseph K. Whittemore
Class of 1921 — Alfred T. Perry, Albert I. Pilkington, Robert S. Rhodes, John Robertson, Edward F. Sise, August L. Smith, Lawrence R. Stowers, Joseph L. Strong, Robert E. Taylor, Ernest A. Tupper
Class of 1922 — Malcolm O. Pillars, Scranton H. Redfield, Everett A. Rhodes, George M. Walker
Class of 1923 — Richard E. Pendleton, Isaac E. Pierce, Lorenzo H. Smith, John E. Wade, Maurice L. Whelan, Francis T. Williams, Leman N. Wright
Class of 1924 — Edgar H. Peters, Albin A. Raynes, Daniel C. Seed, James E. Slattery, Niles E. Thureson, Arthur J. Walsh
Class of 1925 — Edward C. Pilote, Albert B. Rich, Winslow M. Rouse, Joseph A. Scully, Andrew C. Smurrage, Rupert K. Steward, Lawrence B. Swann, Rodman W. Vaughan, David Vincola, James E. Walsh, John J. Woodlock
Class of 1926 — George J. Preston, Earle B. Vaux, Harry L. Young
Class of 1927 — Lloyd S. Potter, Donald A. Prebles, John Proctor, Theodore P. Quandt, Charles O. Redmond, Jr., Allen P. Rounds, Charles V. Rowe, John W. Sabine, Albert B. Wells, John Wildman
Class of 1928 — Clifton V. Parker, John H. Patch, Muret C. Redman, Jocob Rudis, Joseph J. Sawaska, Patrick J. Schofield, Lawrence T. Sidelinker, Harrison D. Small, George R. Tabrah, Howard A. Thayer, Charles R. Torkington, James A. Whetton
Class of 1929 — Paul R. Pearce, Robert E. Polley, Joseph T. Remmes, Joseph H. Seaver, Jr., Roger K. Smith
Class of 1930 — James Conniff, Kenneth S. Roscoe, Ray I. Ross, Daniel A. Sheehan, James W. Shepherd, George W. Sherman, John E. Sholes, Donald R. Small, Robert B. Smith, Robert E. Whalley, Gilbert J. Whitehead, Ernest Williams, Arthur G. Wood
Class of 1931 — George F. Peck, William R. Pendergast, Leroy F. Phipps, George W. Playdon, Bailey Poor, Eugene C. Raymond, Walter L. Scott, Robert B. Shockley, James L. Sullivan, Stanley A. Thombs, Gordon P. Whitney
Class of 1932 — William B. Paterson, Richard C. Root, Emile Rosol, James R. Ross, Norman H. Shepard, Raymond C. Smith, Stuart H. Taggart, William R. Vebel, William Weir
Class of 1933 — Reginald F. Pinto, Donald L. Quick, Phillip A. Rolling, Joseph E. Rush, Gordon W. Small, George D. Smith, Douglas B. Stott, Joseph F. Sullivan, Francis H. Sylvester, Reynold A. Taylor, Paul D. Wade, Leonard S. Waite, Arthur J. Wallace, Jr., Paul F. Weissbrod, William W. Wood, Frank A. Young
Class of 1934 — Stanley T. Packlick, George H. Peirce, Henry G. Pond, John A. Swiniarski, George E. Talbot, Jr., Paul Waihela
Class of 1935 — Richard T. Spear, Richard J. White, Jr.
Class of 1936 — Andrew B. Potter, Jr., Richmond F. Richard, Albert F. Rico, Jr., Thomas W. Rolfe, Edward F. Serafin, Wilson I. Shockley, Harold L. Sholes, Stanley M. Staples, John L. Sullivan, Charles H. Swimm, Owen E. Thompson, Joseph F. Wickham
Class of 1937 — William W. Perkins, Roy B. Reed, Jr., Thomas W. Rolphe, Walter Rowlands, Leon A. Uzdavinis, Charles S. Wayman, Jr., Stanley Zylinsky
Class of 1938 — Philip M. Slavin, Robert D. Tobey, George B. Trowt
Class of 1939 — William E. Judge, Jr., Kurt G. Person, Arthur R. Romanos, Walter E. Schortmann, William H. Schroeder, Harold B. Sletson, Roger A. Steward, Joseph R. Volick, John J. Wade, Jr., Bernard A. Watts, Richard P. Wayman, Edwin R. Wheble, Albert L. Wilder, Arthur T. Wilder
Class of 1940 — Jack R. Powell, Paul T. Roy, Roger S. Smith, Frank L. Sprague, Jr., Robert B. Wells
Class of 1941 — George B. Stevenson
Class of 1942 — Richard J. Parthenais, James W. Phelps, George A. Pitman, Robert S. Pyatt, William H. Sitta, Alexander S. Skopetz, Charles L. Sullivan, Jr., Charles B. Winslow
Class of 1943 — Frederick McBride, George L. Partlow, Walter P. Phillipe, Vincent J. Readdy, Jr., David M. Ritchie, Jr., Edward A. Robie, John M. Simas, Jr., Richard C. Young, Henry P. Zani
Class of 1944 — Earl A. Patterson, Alexander Pompeo, Jr., William R. Quinlan, Robert H. Rammel, Walter B. Rankin, Paul J. Recko, Thomas D. Rennie, Peter A. Rubbico, Ronald F. Scott, Daniel B. Seger, Elliot S. Shafer, Ralph C. Shaw, Gerald C. Silva, Walter S. Smalley, Walter R. Stark, Edward J. Struckus, Martin H. Styles, Edmund J. Sumpter, Robert V. Tessier, Frank D. Tibbetts, Edward J. Trusz, William F. Tyrrell, William B. White, Jr., Norman B. Williams, Alton S. Worsley, Jr., Ronald J. Young
Class of 1945 — Jere C. Page, George W. Rood, Robert T. Ross, William Santos, Fred H. Schleicher, David Wheeler
Class of 1946 — Francis V. Duffy, Robert N. Lord, Roger Pevear, Richard C. Pierce, Henry C. Wendler, Donald F. White
Class of 1947 — Irving Peterson, Eliot L. Putnam, John F. Sheehan
Class of 1949 — Raymond J. Telford, Allan G. Thompson, William J. Truvedson
Class of 1950 — William D. Panora
Class of 1951 — Stanley Pacuk, John M. Reynolds, Richard Severyn, Edward C. Swett
Class of 1952 — Oliver Purves, Albert C. Schutz, Dean C. Stratoaly
Class of 1953 — George H. Randall, David A. Sudrabin, Harold J. Sullivan, John E. Sullivan, Carle F. Swanson, Sargent L. Walton, William W. Werndli
Class of 1954 — Robert W. Preston, John C. Russell, Warren E. Scanlon
Class of 1955 — John F. Schuffles, David V. Sheehy, Ronald N. Smith, Clarence I. Sterling
Class of 1956 — Theodore R. Parent, William P. Vesey
Class of 1957 — James J. Lynch
Class of 1958 — John Callahan, Manuel V. Perrotti, Wilbur Shepherd
Class of 1959 — Timothy J. Mann, Austin W. Rehfield, Gordon R. Troungo
Class of 1960 — Edward Ricciardelli, Michael F. Rogan
Class of 1961 — James E. Robinson
Class of 1962 — John A. Redman, George J. Reilly, Peter A. Richt, Edward Timoney, Peter A. Verrochi
Class of 1963 — Jonathan P. Simpson, Peter Steverman, Ronald E. West
Class of 1964 — David E. Sexton, Joseph E. Snow
Class of 1965 — Ted Paige, Roger Saunders, Roy H. Saunders, Richard B. Stroud
Class of 1966 — Michael F. Silvia, Russell J. Woodill
Class of 1967 — Edwin W. Plezia, Paul J. Riley, Kenneth J. Semple, Lawrence J. Sullivan
Class of 1968 — Edward E. Roach, Anthony Scarlata
Class of 1969 — Edward W. Peach, Gary N. Poor, William J. Rovas, Edward St. Pierre, Stephen K. Santoro, David Smith, Kenneth R. Tansey, David R. Thomasset, Richard M. Vienneau
Class of 1970 — Clarence J. Santos, Jr., Herbert R. Staehr, Joseph A. Steen, Karel R. Stukis, Stephen G. Ward
Class of 1971 — Donald S. Pacuska, John Robertson III, John J. Stabers, David J. Sullivan, James T. Sumner, Stanley J. Swerchesky
Class of 1972 — Mark R. Durand, Randall P. Parmentier, Frank R. Peterson, William C. Peterson, Lee S. Poland, James J. Tomkinson, Charles E. Tuck, Dennis Walsh, James H. Walsh
Class of 1974 — Paul D. Travers, Rodney Walline, David E. Wilder
Class of 1975 — Peter J. Ilacqua, David Rolph, Gardiner Smith, Ernest Wegman, Brian K. Yeagher
Class of 1976 — Brian M. Ferguson, David R. Unangst, Bradley A. Vanloan
Class of 1977 — Charles R. Chaplin, David Ellis, Stephen Parsons, Edmund J. Santos, William P. Sickles, Gordon S. Smith, Edward G. Toomey, Alan J. Tupper, Rocco S. Vinzi, Glenn Woodward
Class of 1978 — Kenneth P. Colmer, Steven J. Paglierani, Russell J. Perry, Stephen L. Quinn, James Ridge, Peter E. Rigney, James E. Stoddard
Class of 1979 — Joseph Collins, Donald A. Koslow, Kenneth L. Lovell, John J. Mercaldo, Bradley J. Palmer, Mihdi M. Ridha, Ronald L. Schmitz, Richard A. Smith, Gary S. Steinmetz, Anthony A. Vesce
Class of 1980 — Richard M. Andrews, Thomas J. Bartley, Bruce W. Pollack, Paul E. Rich, Michael J. Rizzo, Thomas V. Smith, William M. Wagner, Glenn E. Walker, James L. Watson III, Eric M. Weiner
Class of 1981 — Jeffrey A. Patch, John F. Woods, Christopher Yetten
Class of 1982 — Edward A. O'Neill, Kurtis F. Sample, Mark A. Schweizer, Steven P. Sweetman, Fred C. Treptow, Gary M. Woods
Class of 1983 — Douglas A. Atkinson, John D. Lavallee, Ryan M. Patch, Kenneth A. Pettine, Michael J. Rogers, James A. Stewart, Norman L. Wall
Class of 1984 — Donald G. Atwood, Joseph M. Feeney, David F. Price, Daniel P. Sheehan
Class of 1985 — George M. Bertch, Keith A. Levin
Class of 1986 — Christopher W. King
Class of 1987 — Gregory A. Burns, David L. Vallerie

ANNAPOLIS NORTH?

For nearly two hundred years, with a few exceptions, the only way to achieve admiral rank in the U.S. Navy was to attend the U.S. Naval Academy. No longer is this true. More and more are reaching the top with degrees from other colleges. This year is a good example.

Since our last issue, President Reagan nominated and the U.S. Senate confirmed the names of thirty-one active duty captains of the line for promotion to rear admiral. Only fourteen (just under half) are graduates of the Naval Academy. The rest attended colleges and universities around the country such as Ohio State, Rhode Island, Williams, Notre Dame, Rensselaer, and Massachusetts Maritime Academy. Mass. Maritime boasts three (about t percent) of the promotees.

This brings to seven the total of U.S. Navy Admirals from Mass. Maritime (two vice admirals and five rear admirals), a fact that has focused considerable Washington Navy attention on this small state college on Cape Cod. No other maritime college has a record that even approaches this one. Mass. Maritime is second only to the Naval Academy in producing naval leaders. A recent editorial in the *Cape Cod Times* referred to MMA as a "humbler version of the U.S. Naval Academy. . . . Seven admirals wearing the class ring of the Maritime Academy in Buzzards Bay. That's pretty wild."

What makes this all the more striking is the fact that only a relatively small percentage of Mass. Maritime graduates chose to enter the active Navy; but those who do, are obviously well prepared, just as are those who have succeeded in the fields of medicine, law, engineering, merchant marine, government, clergy, education, business, and others.

This year's (Fiscal Year 1989) flag officer choices from Mass Maritime include the following three men:

Captain Maurice J. Bresnahan, Jr., 51, (Class of '59) was born in Cambridge, lived in Roxbury, and married Alyson Green of Milton. He has commanded destroyers, several naval reserve centers in Massachusetts, and a naval task group in Japan. Until recently, he was Commander of the Naval Reserve Readiness Command in Seattle, Washington, but has since assumed command of the Naval Surface Reserve Force in New Orleans.

Maurice J. Bresnahan

William J. Flanagan

Captain William J. Flanagan, Jr., 45, (Class of '64) of Hyannis, subsequently graduated from Harvard Business School and served as Administrative Aide to the Secretary of the Navy. In 1979, he was named one of the ten outstanding young men of America by the U.S. Jaycees. He is currently Commodore of Destroyer Squadron Five in San Diego and has been named to be head of the Surface Warfare Division, Navy Department, Pentagon.

John A. Moriarty

Captain John A. Moriarty, 50, (Class of '59) was born in Providence, R.I., was reared in North Attleboro and married Carol Bonifazi of North Attleboro. A highly decorated naval aviator, he has commanded aircraft squadrons and ships including the aircraft carrier *John F. Kennedy*. His new post is Commander, Naval Forces Caribbean, Roosevelt Roads, Puerto Rico.

These three join five other MMA graduates rising to flag rank in the armed forces in recent years — four Navy and one Coast Guard.

Rear Admiral Richard A. Bauman, USCG (Ret.) '44, of Annandale, VA, and until recently, Commander, First Coast Guard District, Boston.

Rear Admiral Harold L. Young, USN '50, Naval Sea Systems Command, Washington, D.C.

Rear Admiral Henry F. Boyle, USN (Ret.) '53, Alexandria, VA.

Vice Admiral Paul F. McCarthy, USN '54, Director, Research, Development, and Acquisitions, Navy Department, Washington, D.C.

Vice Admiral Walter T. Piotti, Jr., USN '56, Commander, Military Sealift Command, Washington, D.C.

Interestingly, all eight of these

admirals claimed Eastern Massachusetts as their home. It was the people of Eastern Massachusetts that forged America's great maritime heritage. While the maritime sector has suffered serious setbacks in recent times, it is comforting to see that alumni from this institution are doing their utmost to keep that maritime tradition alive and well.

MMA Lecture Series. World-renowned explorer Robert D. Ballard, leader of the *Titanic* discovery and exploration project, autographs a copy of his book *The Discovery of the Titanic* for Cadet Fourth Class David Keene, Warwick, R.I., following lecture on April 25 as Cadet Fourth Class Haggai P. Shadrach of Norwood looks on.

Buzzards Bay Eligible for Clean-Up

Buzzards Bay has achieved the dubious distinction of having qualified for federal clean-up funds. The bay has been designated as an "estuary of national significance" under a new Water Quality Act and is listed along with the following six: Narragansett Bay (R.I.), Long Island Sound, Chesapeake Bay, San Francisco Bay, Puget Sound (Washington), and Pamlico-Albemarle Sound (North Carolina).

Bacterial and chemical pollution have resulted in periodic closing of beaches and shellfish beds in Buzzards Bay. Congressman Gerry Studds (D-Mass), instrumental in this designation, stated, "We allow the deterioration of [these] waters . . . at our own peril because we are a part of the chain of life."

TRUSTEE PAUL M. FYE, R.I.P.

The late Paul Fye, left, chats with Jacques Cousteau during a recent campus visit.

Right up until March 11, 1988, when he died at his home in Woods Hole, Dr. Paul Fye stood actively at the helm of Massachusetts Maritime as a Trustee. He was 75 years old and is survived by his wife Ruth, a son, and a daughter.

The relationship between Dr. Fye and this Academy was like a marriage made in heaven. His distinguished careers in oceanography and as a naval administrator and advisor placed him close to the heart of the maritime world. He was a member of the State College Board of Trustees and the MMA Board of Visitors from 1973 through 1981. In 1981, he was appointed by the Governor as a charter member of the Academy Board of Trustees which he served continuously until his death.

His accolades, achievements, and awards fill three single-spaced typed pages and include presidential and diplomatic appointments. He is most famous for his long service first as Director, then President, and finally President Emeritus of the Woods Hole Oceanographic Institution. A plaque there reads: "Paul M. Fye, dedicated scientist, educator, administrator and statesman, whose wisdom and foresight led the institution and international marine science into a new era."

We feel the same way about him around here. Rest in peace, Paul Fye.

"VAMPIRE LIBERTY"

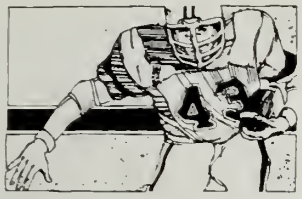
Through an appeal to the cadets' community spirit and a variety of incentives including a night's liberty for underclass cadets (hence the title given to the privilege), the Regiment of Cadets at the Massachusetts Maritime Academy has donated over 700 pints of blood to the Red Cross in the last three years.

1/C Cadet David Hallal, the senior class president and one of the major organizers of the annual Academy blood drives, recently received an award from the Northeast Region of the American Red Cross for "Outstanding Participation." MMA's generous contributions put the college among the top per capita givers in the country.

TRIVIA QUIZ

To what name did the Academy change in 1913? Why?

ANSWER: *Massachusetts Nautical School. Formerly named the Massachusetts Nautical Training School, the word "training" at that time indicated a vocational institution for juvenile delinquents. Therefore, the Commissioners decided to have that word taken out of the school's name. However, there was an ironic twist consequent to this decision, because the new name — Massachusetts Nautical School — was identical to that of a former school for juvenile delinquents which was started in 1859!*



Sports

1988 SPRING SPORTS Recap

Cadet First Class Steve Gaumond of North Attleboro rips a run-scoring single to left field in action against Worcester Polytechnic Institute.

☆ ★

The annual training cruise returned the cadets to campus on March 5th, and second semester registration was held March 14th. This timetable gave the MMA baseball and lacrosse teams just two weeks to prepare for their 1988 season. This short pre-season period, coupled with the normal cold and wet spring on Cape Cod, forced the Buc baseball team to take the field in the season opener with but a few hours of practice outdoors. Hitting ground balls in a gym and having batting practice in the cage in Alumni Gym do not replace the long pre-season and southern trips available to almost all of MMA's opponents. Understandably, Buc baseball got off to a slow start and never really recovered; the team turned in a 6-19 record. This is an unlikely log for Buc baseball which has a long and proud winning tradition under Head Coach Bob Corradi over the past sixteen years. Back-to-back weekend doubleheaders took its toll on MMA's pitching. Costly walks, fielding errors, and mistakes on the base paths all contributed to a rough season for the young Buc baseball club.

The MMA lacrosse team faced the same time constraints as did the baseball team but was less affected by the adverse weather as they were able to take on the elements and to practice outdoors. A young but very talented team, under Head Coach Tom Keller, went on to post the best winning percentage of any lacrosse team in MMA's recorded history with an 8-3 season and second place finish (after MIT) in the newly formed Pilgrim Lacrosse League. Of the three losses, one came in overtime, one came at the hands of a dominant Providence College squad,

Smiles of victory. Lacrosse co-captains, 1/C Paul Millette (left) of Northampton and 1/C Bill Doherty of Newton.

and one was a hard fought defeat by MIT to decide the league title. The '88 Bucs were led by goalkeeper Walter Crowell and underclassmen Andy Wilks and Paul Baiata at the attack positions. This team will retain most of its key players for next spring and should be a threat for the league title for a few years to come.

The return of the cruise ship also was marked by the arrival of a small but enthusiastic group of MMA women who made their case to the Athletic Department to sponsor women's softball for the '88 spring season. From twenty-some eligible female cadets, fourteen reported for the first practice, and a schedule was hastily drawn up. The Lady Buccaneers once again showed their determination, as they did last fall in varsity volleyball (many of them the same players), and completed an eight-game schedule with a 3-5 record.

The varsity sailing team competed in a nineteen-race schedule this spring under Head Coach Tom Tucker. Even though we had no first place finishes, the younger sailors gained valuable experience in preparation for the fall '88 season. In addition, strides were made in readying the varsity fleet for competition this coming fall.

★

Racing to Bermuda

★ ★ ★ ★ ★

On Friday, June 17th, along with about 200 other yachts, including eight from the Naval Academy, two from the Coast Guard Academy, and one each from Kings Point and the N.Y. State Maritime Academy, the *Eighty-Six* (ex-*Arieto*), MMA's fine 46' Frers-designed racing sloop, will cross the starting line at Brenton Tower to begin the 640-mile race from Newport, R.I. to Bermuda.

Following a successful season last year during which she was raced nearly every weekend, the crew of *Eighty-Six*, eight cadets and four advisors, are expected to do well in

this, the Academy's first entry in this famous biennial race to the "onion patch."

Eighty-Six **racing under full sail.**

Preparation began a long time ago under the direction of Captain Bob Greer, Director of the Marine Department. Cadet 2/C Dave Smith, Commodore of the MMA Yacht Club, and seven other cadets will crew. Brent Donahue, MMA sailing instructor, will be on hand to provide an additional experience factor. Jim Fox '64, Vice President of the MMA Alumni Association, has been named as skipper.

Eighty-Six **crew members (left to right): 3/C Randy Steegstra (Harwichport), 2/C Noel Mischler (West Dennis), 2/C George Benway (Mashpee), and 3/C Dan Tripp (Southampton) prepare their racing sloop for the Newport-Bermuda race.**

This race will be the "final exam" for cadets who began their education with the mandatory sailing program at the Academy's Keith Hartford Sailing Center on Herring Pond. During the trip to Bermuda, they will learn lessons that cannot be taught in school, lessons they will carry with them for the rest of their lives: the fickle nature of the sea, the interdependence upon one another, the responsibility of the watch on deck while the rest of the crew sleeps below, or forcing oneself out of a warm bunk onto the open, rain and windswept deck to brace one's shipmate while he/she uses both hands to reef the mainsail. It's one thing to plot courses in a classroom; it's quite another to do it on a dimly lit chart table in a small boat on a stormy, fogbound sea while closing rapidly on an unfamiliar shore.

Steam and diesel may rule the waves, but lessons such as these are just as valuable now as ever. Bon voyage!

PIOTTI, *(Continued from page 5)*

As I have illustrated, technology has already enabled us to make a greater number of merchant ships more militarily useful while retaining their commercial viability. The list goes on; our accomplishments to date, while significant, are only the beginning.

The decline in the number of merchant ships has resulted in a steady erosion of qualified people to operate ships. A 1985 study predicts a shortfall of 8,100 qualified mariners to sustain anything other than a short war. That means it would take all currently employed mariners plus an additional 8,100 mariners to satisfy the military sealift requirement only, not including economic shipping requirements. Thus, this shortfall, together with an aging mariner population, projects the continued need for trained, licensed, and unlicensed personnel. The maritime academies—the source of these personnel—must be viewed as a national defense asset.

Despite the bleak picture I have drawn, there is reason for optimism. The leadership of our nation is aware of the problem of our declining merchant marine. The President's Commission on Merchant Marine and Defense was formed and has been hard at work. Without comment on the Commission's recommendations beyond stating that the government will be required to play a major role in the U.S. maritime industry's revitalization, the mere establishment of this Commission in itself reflects the very real concern now being felt at the highest levels of government. Those of us in the U.S. Navy and in the maritime industry have voiced these concerns for a long time. It is heartening to finally see such recognition and promising response.

The U.S. Merchant Marine and the U.S. Navy have been inextricably linked from the Navy's very beginning in the days of the First Continental Congress. The Navy's first warships were armed merchantmen; their captains were masters who were awarded congressional naval commissions or who operated under letters of marque. While the intervening years have wrought dynamic change in both our merchant fleet and in the U.S. Navy fleet. I don't foresee our nation's future as a world power forsaking that maritime heritage that has served us so well in our journey across the intervening centuries.

The U.S. Navy and the U.S. Merchant Marine have been essential to the success and well-being of this country; it will remain so for the foreseeable future.

Vice Admiral Walter T. Piotti, Jr., Commander, Military Sealift Command, was graduated from Massachusetts Maritime Academy in 1956 and completed his graduate education at the Naval Postgraduate School at Monterey, California. He has extensive engineering and deck experience at sea including five tours in command. Assignments ashore include significant experience in ship design, construction, and repair as well as in financial management. He reported to his present post in December 1985.

MMA 1988 Football Schedule

Date	Opponent	Day	Time	Place
Sept. 10	Curry College	Sat.	1:00 P.M.	Away
Sept. 17	Maine Maritime	Sat.	1:00 P.M.	Home (Homecoming)
Sept. 24	Framingham State	Sat.	1:00 P.M.	Home
Oct. 1	Westfield State	Sat.	7:00 P.M.	Away
Oct. 8	Fitchburg State	Sat.	1:00 P.M.	Away
Oct. 15	Univ. of Lowell	Sat.	1:00 P.M.	Home
Oct. 22	Worcester State	Sat.	1:00 P.M.	Home (Parents' Day)
Oct. 29	Bridgewater State	Sat.	1:00 P.M.	Away (Cranberry Bowl)
Nov. 5	Southeastern Mass Univ.	Sat.	1:00 P.M.	Home

MMA 1988 Soccer Schedule

Date	Opponent	Day	Time	Place
Sept. 10	Eastern Nazarene	Sat.	1:00 P.M.	Away
Sept. 17	UMass/Boston	Sat.	11:00 A.M.	Away
Sept. 19	Anna Maria College	Mon.	3:30 P.M.	Home
Sept. 24	Nichols College	Sat.	1:00 P.M.	Away
Sept. 27	Bridgewater State	Tues.	3:30 P.M.	Away
Sept. 29	Wentworth Institute	Thurs.	3:30 P.M.	Away
Oct. 1	S. Mass. Univ.	Sat.	1:00 P.M.	Home
Oct. 3	Roger Williams	Mon.	3:30 P.M.	Home
Oct. 5	Westfield State	Wed.	3:30 P.M.	Home
Oct. 8	Rhode Island College	Sat.	1:00 P.M.	Home
Oct. 10	North Adams State	Mon.	2:00 P.M.	Away
Oct. 12	Salve Regina	Wed.	3:30 P.M.	Away
Oct. 13	Framingham State	Thurs.	3:30 P.M.	Home
Oct. 20	Suffolk University	Thurs.	3:30 P.M.	Home
Oct. 22	Fitchburg State	Sat.	1:00 P.M.	Home
Oct. 26	Worcester State	Wed.	3:30 P.M.	Away
Oct. 29	Salem State	Sat.	1:00 P.M.	Home
Nov. 1	Curry College	Tues.	3:00 P.M.	Home

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Ten cadets crew one of the Academy's four new fiberglass Monomoy pulling boats.

The 1988 Fleet Week Lifeboat Races, organized by Fleet Week and the Maritime Association of New York and New Jersey, saw Academy history made on 24 April 1988 at 1530 hours in Monomoy pulling boats off the Battery in New York. Coxswain Elizabeth Claridge took her crew, the Academy's first women's rowing team in their first race, across the finish line first, and brought home the trophy. The crew competed against four other crews from Kings Point, Coast Guard N.Y., The Waverly Club, and the McDuffy Club. After winning the qualifying race, MMA went on to win in a one-on-one race over a quarter-mile course against Waverly, the local favorite.

An old tradition was renewed when Coxswain George Robinson's crew, competing against fifteen other men's teams and having won the qualifying race over a two-lap half-mile course, went on to win and to bring home the trophy. Three maritime academies (Kings Point, NY and Mass.), several Coast Guard and Navy teams, and two local clubs raced over a course with strong winds, choppy seas, and the current running hard.

Both MMA teams have been rowing mornings before classes in the canal and in Buttermilk Bay. What a pleasure to see the cadets carrying on the traditions of the past that gave the school its name in the maritime industry.

BUCCANEERS

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Massachusetts MARITIME Magazine

Fall-Winter 1988-89 Volume II, Number 2

Massachusetts Maritime Academy

BUZZARDS BAY, MA 02532-1803

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Front Cover: The Academy's ocean-racing sloop *Eighty-Six* under full sail. This photo was furnished by Brent Donahue, Academy sailing coach, who died tragically on September 16 in a fiery traffic accident at the Bourne Bridge through no fault of his own.

Back Cover: The track of *Eighty-Six* during the June Newport to Bermuda race.

Inset: Helmsman Bob Smoske, Class of 1989, checks the wind direction as he steers *Eighty-Six* on a southwesterly tack. Courtesy of Steve Heaslip, *Cape Cod Times*. For story, see page 6.

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The President's Message

Last year on these pages, we reported that employment opportunities in seagoing jobs had taken a turn for the better. Since then, we have seen a continuing trend in this direction. Despite predictions by doomsayers, occasioned by our shrinking merchant marine, there are good jobs at sea and our graduates are getting them.

Everyone in the Class of 1988 who wanted to go to sea did so. In fact, there were so many attractive job offers that students enjoyed the luxury of picking and choosing. One turned down a $40,000 third assistant engineer's job to take a job ashore, which was more to his liking. We have had the bittersweet duty to tell shipping company recruiters, "Sorry, but we have no one available at this time."

This is a welcome change. But it is probably just the normal cycle of supply and demand that we have always lived with. Downturn and upturn have always characterized the U.S. shipping industry. During the 100-year history of the Academy, we have become accustomed to such fluctuations.

Some say that the current surge is due to a large number of World War II-aged merchant mariners reaching retirement age. But we also see new opportunities in the tug and barge industry, the offshore oil drilling industry, in the small boat industry, and others.

When sea jobs are plentiful, that's where many of our people go. When sea jobs are scarce, graduates find good employment elsewhere. They are versatile and well-adjusted with widely marketable skills which are in demand in the professions, in business, in the military, and in the merchant marine, afloat and ashore.

During the sea job "drought" of the early to mid-1980's, we saw a corresponding decline in enrollment in all the maritime academies. But with jobs plentiful again, we are now experiencing increasing enrollment, albeit modest, but a welcome spin-off from the improved employment market.

John F. Aylmer

John F. Aylmer '57
Rear Admiral, USMS

EDITORIAL

BROWN SHIRTS

Our country's founding fathers wanted nothing of the types of government in Europe which they left behind. Framing the Constitution, they took careful and deliberate steps to guarantee the citizens against oppressive and excessive government: a free press, free speech and assembly, the right to bear arms, and no standing army under a powerful general staff. They wanted no police state, no Royal Palace Guard, no Brown Shirted "Gestapo." And after the Civil War, our leaders went a step further with the Posse Comitatus Act of 1878 to prohibit the Army and Navy from becoming involved in civil law enforcement.

The same founding fathers and legislators nevertheless saw a need to defend our sea frontiers against customs violators. The U. S. Coast Guard was created for this. Trained Coast Guard personnel are deputized by the federal government to arrest and detain law breakers. For years, they were under the Treasury Department with the Secret Service, T-Men, Narcotics Bureau, and other federal law enforcement officers, but never — except in wartime — with the Defense Department. As such, there is a clear distinction between the U. S. Coast Guard and the other services — posse comitatus does not apply.

For nearly 100 years, MMA has been preparing its students to qualify for commissions as officers mainly in the U. S. Navy and the Coast Guard — to take the oath to defend the Constitution of the United States. They have fought in every war since the Spanish American. Now those who serve in the Defense Department are being called on by some to join the Coast Guard in the "war against drugs" or, more accurately, to enforce civil anti-drug laws. Is this wise?

Unfortunately, we live in increasingly permissive times. "If it feels good, do it." But wars on "feeling good" are doomed before they start. An army of Eliot Nesses couldn't have dried up the 1920's bootleg liquor industry. The more revenuers, the more glamorous the challenge to outwit them by stealth, cunning, and dark of night. The more the risk, the higher the price. The higher the price, the more the profit. The more the profit, the more the crime. This is simply human nature at work.

And how about the oldest profession? How big an army would it take to wipe out prostitution? To enforce adultery and sodomy laws? Ask anyone who has had shore patrol duty in the red light district. Most

Brown Shirts continued on next page

EDITORIAL

BROWN SHIRTS

societies have simply given up their quixotic wars against alcohol and illicit sex and have either repealed laws or have just turned and looked the other way.

Has the time come to legalize drugs as possibly the lesser of the evils? On the plus side, it would take much of the glamour, violence, crime, and profit out of the drug business and pull the rugs out from under the Noriega types. On the minus side, it would make it easier to abuse drugs, and it would require a massive, expensive effort to educate and cure. But this is probably a moot question. There may be too many influential people "on the take" who are placed high in business, politics, and law enforcement, who would not like their sacred cow to be gored, and who would feign righteous indignation at the suggestion of legalization.

Whether legalization is a good idea or bad, to bring in the Department of Defense must be seen as a frantic and futile effort to stem the tide of human nature. Or is it government looking for another scapegoat to share in the blame for a certain failure? Even worse, to utilize the DOD armed forces to enforce civilian laws would be another step in the trend toward big and powerful central government — the kind our founding fathers abhorred.

Is this really what those Congressional voices are calling for? Have they thought it through? It would be one thing for DOD and other government agencies to support the responsible officials with communications, satellite reconnaissance, intelligence, and logistics assets. But we must be wary of the slippery slope. It's so easy to go just a "little" step further. The day could come when an Army Special Forces unit breaks up, arrests, and jails a drug ring in Boston. That day would bode ill for our civil liberties and make Kent State seem like the good old days. Brown Shirts?

Letters

to the Editor and Publisher

Dear Editor: Tell that Bugler, George Duffy, Class of 1941, to pull in his horns ["Letters," Spring-Summer, 1988]. Of the thirty grads still alive from 1935, twenty showed up for our fiftieth reunion dinner at the Academy on August 3, 1985. Four others had to regret because of illness.

Myron C. Thomas '35
Vineyard Haven, MA, Jun. 27

Dear Mr. Thomas: The Bugler will be granted one minute for his rebuttal. Ed.

Dear Sir: I am desperately looking forward to my next *MMM*. Please send it ASAP to my ship.

Captain Charles E. Masters, III '70
M/V Jamie A. Baxter
Donaldson, LA, Jun. 20

Dear Captain Masters: You and some others at sea have the problem of two addresses. Bulk rate magazines are not forwarded to temporary addresses by the post office unless you request it. We will send the magazine to whatever address you specify. Ed.

Dear Sir: Congratulations to the venerable Captain Alan McNaughton for his article, "The Challenge of Change" [Spring-Summer 1988]. It was quite a pleasant surprise to see such a symbol of tradition at MMA address the sixty-four thousand dollar question. How true a statement: "The decisions that are made prior to the 1991 centennial will set a course to steer in the challenging, changing times we face . . . ." Let's hear more.

Christopher Remmes '87
Houston, TX, Jul. 11

Dear Chris: Thank you. Captain McNaughton thanks you. For some more, see article by Peter Watson, Faculty Section, this issue. Ed.

Dear Arch: *Massachusetts Maritime Magazine* is outstanding! I particularly enjoyed the article by Admiral Paul McCarthy ["The Sea Will Remain," Fall-Winter 1987-1988]. I didn't know he was an alumnus of Massachusetts Maritime Academy.

James D. Hessman
Editor, Sea Power *Magazine*
Arlington, VA, Jun. 22

Dear Jim: He is but one of many admirals from MMA, all of whom we are very proud. The Navy League and Sea Power *are doing splendid jobs of illuminating the merchant marine issue. Keep those great articles rolling off your presses.* Ed.

Dear Arch: I read *Massachusetts Maritime Magazine* with great interest, especially the recent Spring-Summer 1988 edition.

John J. Collins
Board of Visitors
Maine Maritime Academy
Independent Tankers Association
Palisades, NY, Jul. 11

Dear Arch: You may find this item from my Nantucket *log book interesting:*

"Cadet's Prayer"

Now I lay me down to sleep,
I pray the Lord my gear to keep.
Grant that no other cadet will take
my socks and boots before I wake.
Lord, please guard me in my slumber,
and keep this hammock on its number.
Make no clew or foot rope break
to let me down before I wake.
Keep me safely in Thy sight.
Grant no fire drills in the night,
And in the morning, let me wake
breathing scent of sirloin steak.
In a snowy feather bed
where I long to lay my head,
Far away from these here scenes
and the smell of half-stewed beans.
Take me back into the land
where they don't scrub decks with sand;
Where no demon typhoon blows;
where the women wash the clothes.
God, Thou knowest all my woes.
Lead me in my dying shoes.
Take me back, I promise then
to never leave the land again.

John J. Howell, Jr. '44
Westport, CT, Jun. 3

Dear John: Times change. We will now give our women cadets equal time to come up with a unisex version. Ed.

MATH, SCIENCE FREEDOM

by
William J. Bennett

The curriculum of Massachusetts Maritime Academy, by virtue of the technical nature of the institution's mission, rightfully stresses the disciplines of math and science. The Academy's recruiting literature states succinctly, "Massachusetts Maritime Academy seeks applicants who have demonstrated an aptitude for mathematics and science . . . ." Therefore, alumni, faculty, parents, and friends of the Academy will have a special understanding of the concerns that I will discuss in this article.

More than 150 years ago, Alexis de Tocqueville expressed pessimism that science could ever flourish in America. He said that men who live in democratic societies tend to have little time for abstract thought, preferring, instead, ideas that lead directly to practical results. As a consequence, Tocqueville was skeptical whether scientific genius would ever emerge in America.

Fortunately, in this case, Tocqueville's prediction couldn't have been further from the truth. America has produced far more than its share of Nobel Prize laureates in science, far more, in fact, than any other country in the world. Talented scientists from all over the world have also flocked to this country's laboratories, research institutes, and universities to teach and to work.

America's success in science would be refutation enough of Tocqueville. More fundamentally, his assumption that practical men in America would have little time for science was based on a misreading of American history. After all, long before Tocqueville arrived in this country, Americans — practical Americans — had been interested in science. We all know of Benjamin Franklin's experiments with a kite, demonstrating that lightning consisted of electricity. Like other Americans, Franklin saw science as a way to explore the unknown, to open up a new world. Indeed, when asked what was the value of his ventures, he responded simply by saying, "What is the use of the new-born babe?"

So Americans traditionally have been inclined to science. But although this country is still unsurpassed in the quality of its professional scientists, there is a growing concern that, in the last decade or two, our students have become increasingly uninterested and incompetent in science and in mathematics. Studies suggest that there are good reasons for concern.

In a recent survey conducted by the National Assessment of Educational Progress, only fifty-one percent (51%) of American seventeen-year-olds could adequately handle "moderately complex procedures and reasoning" and only six percent (6%) could perform adequately on math questions requiring algebra or multi-step problem solving. American students consistently rate at or near the bottom of most international comparisons of math performance. A 1982 report found American seventeen-year-olds in the lowest fourth of all nations studied on five of six basic math topics. For example, in an advanced algebra test involving students from fifteen countries, our students placed fourteenth. More recently, American first- and fifth-grade math students were found to be lagging badly behind similar groups of students in Japan, Taiwan, and China.

In science education the story is similar. In a new assessment, our ten-year-olds seem about average, scoring eighth place among fifteen countries tested. But our fourteen-

The Honorable William J. Bennett

William J. Bennett served as U.S. Secretary of Education from February 1985 until September 1988. He holds a B. A. degree from Williams College, a Ph.D. from the University of Texas, and a law degree from Harvard. As an author, teacher, and administrator, he has been an outspoken advocate for excellence at all levels of education.

". . . there is a growing concern that, in the last decade or two, our students have become increasingly uninterested and incompetent in science and mathematics."

year-olds are far behind their peers around the world, placing fourteenth (tied with Singapore and Thailand) out of seventeen countries. Advanced American science students (seniors in their second year of study in given disciplines) fare even more poorly: ninth place out of thirteen countries in physics, eleventh of thirteen in chemistry, and last in biology.

Fortunately, we may be on the verge of a new burst of enthusiasm for math and science education reform, one which rivals that which occurred twenty-five years ago, in response to Sputnik. This is good; this is commendable. And we cannot afford to miss this opportunity. Therefore, I would like to point out some of the principles that ought to underlie our efforts to improve science education in particular. Although this country in recent years has devoted a great deal of energy and resources to improving science education, the results have been somewhat disappointing.

I would suggest that part of the reason for this may have been the temptation of falling into the trap of thinking like Tocqueville, of thinking that science is something alien, some special way of thinking reserved for an intellectual elite, and something that requires a very specialized approach and an exotic curriculum.

Obviously, we want to produce first-rate professional scientists — experts. But we also want to educate competent citizens. Scientific competence enables us to be better citizens, better able to decide the many scientific and technological issues confronting us. It enables us to better understand and to appreciate our world, our heritage, and all that we see and confront. It gives us a confidence that we wouldn't otherwise have in confronting the world. Scientific knowledge is not just for scientists any more than knowledge of the humanities is only for poets or knowledge of history is for professional historians.

The writings of the founders speak eloquently of the close, indeed essential, connection between science and, in Jefferson's words, "its first born daughter," freedom or self-government. This perceived connection between science and freedom was new. Science was no longer to be the province of an elite aristocracy, no longer the "arrogant and sterile research of abstract truths," to use Tocqueville's phrase. Rather, it was to become the means by which the common man could "judge of everything for himself." This new way of looking at science transformed its role and transformed its significance, making science part of civic education as well as a means to practical well-being. So while the practical utility of science is obvious, let us remember this, too: scientific education is part of civic education.

Unfortunately, we have often forgotten this insight of the founders. What American science education has to regain, if we are to restore science to its rightful place of emphasis, is what has been aptly termed "scientific literacy." Just as we expect our

Japan's spectacular rise as a modern, democratic, industrial power has been no accident. Math and science are stressed starting early in elementary school. **(Photo - Courtesy of Consulate General of Japan)**

citizenry to have a grasp of the great works of literature we should expect a literate person to be familiar with the great works of science, and just as important, to understand why such scientific knowledge is considered important, significant, and sometimes great.

Understood properly, scientific literacy is inseparable from other types of literacy. For Jefferson and the other founders, the habits of mind associated with science were not peculiar to science. Rather, the habits of mind inculcated by science were not unlike the habits of mind inculcated by literature, history and other liberal arts, habits such as careful observation, attention to detail, imagination coupled with the careful and humble testing of hypotheses and theories.

How do we teach scientific literacy? What approach is most likely to inculcate an appreciation for science among citizens of a democracy? First, we must overcome a kind of fear of science that we often see around us. Science has the opposite problem of the humanities: the problem in the humanities is that there's a tendency to assert that all interpretations, all creative efforts are equal. Who can judge? Who can say one is better than another?

In science, there's a tendency to assume that you need a Ph.D. to participate. And there's also a tendency to fear science as if too much scientific knowledge would endanger an appreciation of history or philosophy or poetry. Not so. More scientific knowledge, a better understanding of the external universe, is no threat to well-thought-out philosophy, to well-conceived literature, and/or to well-grounded theology. Science is one of the liberal arts, a part of liberal education, not its enemy.

American attitudes toward science education stand in marked contrast to those of Japan and China. Recent comparative studies have shown that parents in those countries expect that *every* child will do well. Those countries tend to believe that effort pays off and that hard work and lots of homework are the keys to success.

Our country, on the other hand, has come to place greater emphasis on innate ability. We tend to assume that only "smart" kids can do well in math and science. And we therefore have low expectations of what many of our children can achieve in math and science. These low expectations tend to become a self-fulfilling prophecy. The less you expect, the less you get. We

Far too many college-bound American youth have to take refresher courses before they can comfortably handle college-level math as taught by MMA's Associate Professor Dr. Laura Kelleher.

thus condemn our children to lower levels of achievement than they are capable of reaching.

How do we achieve widespread scientific competence and scientific literacy? Nearly everyone agrees that science education is more effective when science education begins early, in elementary school.

Once again, comparisons with Japan are fruitful. Recent studies point out that the Japanese tend to spend a great deal of class time on a single math problem. In many U. S. classrooms, by contrast, students spend very brief amounts of time on many discreet and very repetitive problems.

The Japanese insight into math education can be applied to the way we teach both math and science. A student's struggle with a single hands-on problem can better serve to inculcate disciplined thinking because he is forced to focus his thinking on a single, concrete, sometimes "messy" problem.

One of the great merits of math and science education is that children learn they can do things — solve problems they didn't think they could. They become confident about themselves and about their ability to cope with the world. And they become excited about the world. They want to learn more. They feel both comfortable and competent in the world in which they live. The groundwork has been laid for them to become self-governing citizens. Looking at new technological possibilities and developments, they won't shrink away in fear or refuse to judge, because they are not professional scientists. They will look at things and ask, "How does it work?" and "What does that mean?" And they'll have a good sense of how to find the answers. They'll be ready for self-government and for freedom.

If we are really to improve science education, we must do more than undertake reform efforts at the national level. If we are serious about improving scientific literacy in this country, local school districts simply *must* teach more math and science at all levels, elementary and secondary.

Everyone acknowledges the importance of more and better math and science education in the early grades. And five years ago, in their report, *A Nation At Risk*, the National Commission on Excellence in Education urged high schools to require students to take three years of math and three years of science before graduating. At the time *A Nation At Risk* was written, our school districts required students to take an average

"One of the great merits of math and science education is that children learn they can do things . . . . They become confident about themselves and about their ability to cope with the world."

of only one and a half years of science.

We need little more than common sense to tell us that a year and a half of science just isn't enough to make a student literate in those subjects. In fact, thanks to the recommendations of *A Nation At Risk* and President Reagan's subsequent challenge to implement increased science and math requirements, we have seen modest changes at the local level. For example, between 1982 and 1987, the percentage of high school graduates who completed one year of biology increased from seventy-five percent to ninety percent, and the percentage completing one year of chemistry went from thirty-one percent to forty-five percent. Similarly, the percentage who took one year of geometry increased from forty-six percent to sixty-one percent. This is movement in the right direction. But certainly we need to do more.

Some have questioned whether America has enough qualified teachers to increase the amount of math and science taught to our students. The fact is that America has an untapped wealth of individuals with strong backgrounds in science who are prevented from entering the profession only because they lack traditional teacher education courses. Some 50,000 scientists retire from industry each year and in a recent poll, a majority said they would like to consider teaching after retirement. Also, 12,000 officers retire from the armed services each year at an average age of forty-five. Many are well-versed in science and math. These men and women are willing and qualified to teach but lack the paper credentials to do so. They ought to be given a chance as we cannot afford to overlook this valuable resource.

At the same time that we seek to increase the pool of teachers, we must develop a clearer idea of what we expect of them in each particular discipline. We need to establish nationwide content-based standards for science and math teachers in each discipline. This will better permit school districts to assess the qualifications of non-traditional applicants for teaching vacancies.

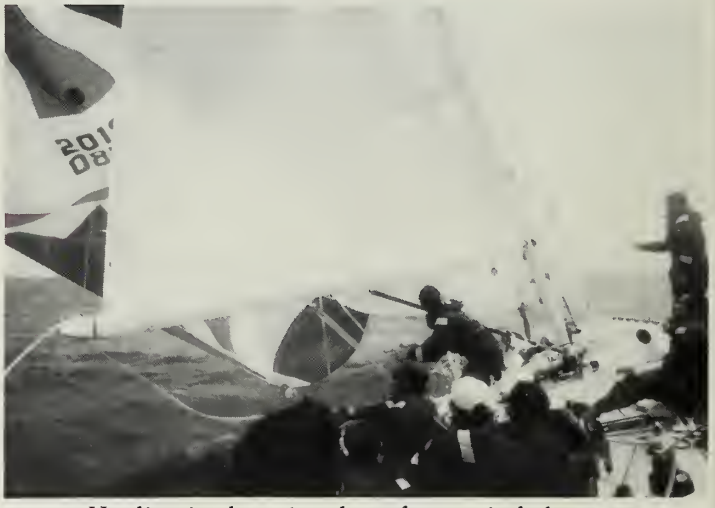
As I stressed earlier, improving math and science education will mean that we have to change the way we think about these disciplines. Not as something mysterious for smart people only but as something that belongs to every citizen as part of his her tradition and heritage.

We should not be intimidated by the difficulty of this task. Indeed, we should relish the challenge. As Americans, we understand that our children are the last, best hope on earth. And, if they are to realize that hope, we must make sure that the mathematical and scientific part of their heritage is not something alien to them, not something to be suffered through or avoided, but something that is familiar to them — something they can use and cherish.

Bermuda High

by
James P. Fox

Eighty-Six's crew struggles with a wet sail.
Photo courtesy of Steve Heaslip, *Cape Cod Times*.



Hauling in the spinnaker after a wind change.
Photo courtesy of Steve Heaslip, *Cape Cod Times*.

Thanks to modern meteorology and national weather coverage on TV, most Americans recognize the term "Bermuda High" as being a high air pressure region situated off the east coast of the United States. But there is another kind of Bermuda High — the kind you feel when you step into the winner's circle to claim trophies after crossing the finish line in the race to Bermuda.

Excitement and anxiety filled the air aboard *Eighty-Six*, the Academy's 46-foot Frers racing sloop on the morning of Friday, June 17, 1988, as her crew of eight cadets and four advisors prepared to leave the dock at Goat Island Marina and head for the starting line at Brenton Tower to begin the 640-mile biennial race from Newport, Rhode Island, to the finish line off St. David's Head in Bermuda.

Was the boat ready? Were the sails right? Was the crew prepared for four to five days around-the-clock ocean racing? Seasickness, fair weather or foul, a beat or a reach? Would there be enough food and water? Where to cross the Gulf Stream? And what about the "Bermuda Triangle?"

This would be the first time that the Massachusetts Maritime Academy had a yacht in the Bermuda race and would be the culmination of many months of planning and hard work by the cadets, advisors, and the staff of the Academy's Marine Department headed by Captain Bob Greer.

Would our new emphasis on sailing and sail training for cadets yield dividends? Could the generosity of the boat donors and the sailing enthusiasm of Academy alumni and friends lead to a win? Perhaps!

Plans had begun early in the year. New sails. New electronics. The mast and the rigging had to be carefully inspected and repaired as necessary. Spring maintenance, especially the preparation of a smooth bottom, required several weeks of effort. Crew training, provisioning, safety equipment, life rafts, entry applications, and boat measurements for International Ocean Racing (IOR) rating — all of these — slowly worked their way to the top of the priority list as race time drew near.

The annual Figawi race from Hyannis to Nantucket on Memorial Day weekend and two races out of Marblehead served to train the crew to handle sails and steer *Eighty-Six* smartly. On Monday, June 13th, the sloop and her crew arrived in Newport for five more days of training, last minute adjustments, and the loading of enough fresh food and drinks for six days at sea. Many other racers were also arriving, and the waterfront marinas overflowed with boats from all over the world. Maxis such as *Congere* and *Boomerang* filled the eyes along with other well-known yachts such as *Cannonball, War Baby, Pioneer,* and *Arcadia*. The U. S. Naval Academy had nine boats including *Enterprise* and the racy *Seahawk*. The Coast Guard Academy, New York State Maritime, and Kings Point also sent their best boats to compete for the "Destroyers Atlantic Trophy" given to the first service academy yacht to finish. Could *Eighty-Six* and the midshipmen from MMA compete well in this premier ocean race against such formidable competition? There was never any doubt. What was lacking in experience would be made up with enthusiasm.

At 0700 on Thursday, June 16th, *Eighty-Six* was hauled out of the water at Newport Shipyard where the cadets wet-sanded the bottom until it was velvety smooth. One more practice sail that afternoon, and everything was race-ready. All that remained now was to rest up and to attend the skippers' meeting to receive last minute race instructions and weather and Gulf Stream briefings.

At the skippers' meeting, the tone was serious. Just 18 hours until race time, and there was a low pressure system forming off the Carolinas. This could mean heavy weather enroute to Bermuda. Maybe the start would be delayed. Another special weather briefing would be given in the morning.

That night, alumnus "Buzz" Schofield (donor of *Eighty-Six*) hosted a party at his home on Goat Island to be sure that the crew had a good send-off. With friends and relatives in attendance, each cadet was made to feel special as good wishes and last minute advice was passed on from those who had raced *Eighty-Six* (under her former name *Arieto*) to Bermuda before. When 2200 hours arrived all too soon, it was back to the boat for one last full night of sleep.

> *"What was lacking in experience would be made up with enthusiasm."*

The next day, the low pressure system had dissipated, and things looked good — the race was on!

At 1000 hours, the MMA crew cast off and joined the procession of yachts motoring out of Newport Harbor to the starting line. Her crew looked smart, dressed in the uniform for the day, blue and gold striped rugby shirts and khaki shorts. Around Brenton Tower, light airs prevailed and the first start, scheduled for 1200, was postponed in hopes that an approaching cold front might offer more wind. Competing yachts criss-crossed the starting area sizing up one another like antagonistic prize fighters waiting for the bell. Finally, at 1400, with freshening breezes, the cannon was fired to start the first group of yachts. (The smaller, slower boats started first; the biggest boats started last.) At 1545, *Eighty-Six* crossed the starting line along with 11 other boats in IOR Class B. By 1600, all 130 boats had started.

Every navigator knows where Bermuda is, but with changing winds and Gulf Stream currents to contend with, the shortest distance is not always a straight line. Shortly after the start, boats became separated, east to west, as skippers and navigators set off to follow the route they believed would avoid strong adverse currents, pick up favorable southbound eddies, and put them in a position to take advantage of the prevailing southwesterly winds they expected as they approached Bermuda.

Aboard the MMA sloop, watches were set (three watches, three cadets per watch — the captain, navigator, and cook stood no watches), and those off watch turned in to stay well-rested for their turn on deck. The forecast was for generally light winds. The crew knew they had to work hard to keep their 26,000-pound ship moving fast. Immediately the routine began: standing watch three hours on, six hours off; watching the wind for shifts, attending to sail trim, steering a straight course; keeping movable ballast (those off watch) positioned on the high side; and maintaining perseverance, concentration, and attention to detail. Over 640 miles, a ¼ mile-per-hour increase in average speed might get you to the finish line three hours sooner, which is a lot in a sailboat race.

Over 100 boats had started before *Eighty-Six*, and as the sun set on the first day at sea, many of those had already been passed. The crew was doing its job, and their craft was responding well. Pointing high and moving like a greyhound throughout the first night, she contined to "send boats back to Newport." Into the second day, the pattern was set: work hard and concentrate while on watch, eat and rest while off watch. The cadets wanted a win.

Days passed into nights, nights into days. Early on the third day, the sea water temperature suddenly warmed to 87 °F as *Eighty-Six* entered the Gulf Stream. The breeze died, waves became steep, and boat speed dropped to under two knots; but incredibly the Loran indicated that, although she was on a

Jim Fox, silhouetted at right, eyes the competition as the crew changes a sail. **Photo courtesy of Steve Heaslip, *Cape Cod Times*.**

southerly course, the sailboat was being carried sideways, almost due east at 8.2 knots. In a few minutes, the breeze picked up again. "Come about! Go on a port tack to head west! Let's not get carried too far east." With a freshening breeze, boat speed picked up to 8 knots westward through the water, but the Loran indicated that *Eighty-Six* was still being driven east (backwards) at 2 knots due to the strong easterly flow of the Gulf Stream! Without this valuable Loran navigation information, the sloop and her crew might have sailed practically in place for hours. "Back onto starboard tack! Head south! Let's get out of this adverse current!" Over the next several hours, the effect of the Gulf Stream diminished, the easterly set dropped off, and the southerly vector increased. By late that day, *Eighty-Six* had crossed the Gulf Stream and was heading down the homestretch. As the sun set on the third day, music from Bermuda radio stations filled the boat and provided additional inspiration.

Day four brought good sailing: sunshine, smooth seas, and steady 15- to 18-knot breezes. Good food and Bermuda radio kept spirits high as all eyes looked ahead optimistically for their first glimpse of the island, still 150 miles away. Plans were already being made for the first day ashore. Cold drinks, real showers, and a day at the beach were high on the list of things to have as soon as the boat reached port. That night, sleeping was difficult knowing the finish line was just over the horizon. By way of the radio, the crew knew that the Maxis, *Cougere* and *Boomerang*, had already finished; but other than that, everyone else was still racing. The MMA sailors thought they were doing well, but no one knew for sure.

Eighty-Six and crew in Bermuda, left to right: George Benway '89, Noel Mischler '89, Joe Mulle '91, Mark Schofield '89 (background), Lisa Morrison '89, Darin O'Conner '91, Brent Donahue (MMA Sailing Coach), Bob Smoske '89, Dave Smith '89 (Cadet Captain, foreground), Bob Coyne '64, and Jim Fox '64 (author and senior advisor). Not shown is Ed Walsh, Navigator-advisor.

> *"This was the first time that anyone other than a Naval Academy skipper had won this award."*

Early on day five, with only 30 miles to go, the wind shifted to the southeast and, all of a sudden, it was a beat to windward to cross the finish line. Boats were converging from all directions. Again, over the radio came reports of more racers crossing the finish line; but each of these being bigger and potentially faster, "owed" *Eighty-Six* time under the IOR handicapping system. After checking the list of time allowances, it was obvious that *Eighty-Six* had a good chance of doing well if only the finish line could be crossed within four hours. The pressure was on! Any wind shift had to be noticed immediately, and sail trim was more critical than ever. "Everybody on the high side of the boat! Watch the competition! Keep it in the groove!" Every tack was important. Helmsmanship had to be near perfect, and the cadets shouted encouragement to each helmsman while lookouts watched for turning marks. Finally, the finish line was in sight. "We are going to do well!" The cadets had done the job they set out to do. All that remained now was to cross the line, take down the sails, clean up the boat, and head for the dock at the Royal Bermuda Yacht Club in Hamilton.

At the Club, family and friends waited with cold drinks and flowers for the crew. Music played and news photographers took pictures, but somehow it seemed anticlimactic. Twelve people who had lived and worked together as a team for the past several weeks, especially during the last nearly five days, were about to go their separate ways with only memories of a job well done.

Of the 130 yachts to begin the race, *Eighty-Six* was the 24th boat to cross the finish line shortly after noon (Atlantic Time) on Wednesday, June 22nd, with an *elapsed* time of just over 115 hours since starting the race at 1545 on Friday, June 17th.

Eighty-Six's corrected time for the race was 90 hours, 16 minutes, and 30 seconds placing her third in IOR Class B and fifth in the entire IOR fleet which included two Maxi boats and several much larger, potentially faster yachts. She missed second place by only 25 minutes, missed first place by 4.5 hours, and beat the fourth place finisher by 34 minutes.

For this, *Eighty-Six* was awarded two trophies by the race committee: one for third place in IOR Class B, and a second, "The Destroyers Atlantic Trophy," given to the first service academy yacht to finish. Another trophy was given to Dave Smith, the midshipman skipper, by the Commander of the Naval Air Station, Bermuda, for being the first service academy yacht skipper to finish. This was the first time that anyone other than a Naval Academy skipper had won this award. There were twelve other academy yachts in the race. *Eighty-Six* beat them all by quite a lot.

The cadets appeared dressed in tropical white uniforms at the reception given by the Navy at the Base Commander's home on Thursday, June 23rd, and also at the awards ceremony on Saturday, June 24th. Overall, the sloop's performance was a tribute to her crew, and the Academy that had trained them. *Eighty-Six* couldn't have done much better without a big push from Lady Luck. She was sailed up to her full potential almost constantly. Helmsmanship was excellent, sail trim was nearly perfect, and there were no equipment failures. The 1988 Bermuda Race will go into the books as a light-air race, the kind that is the hardest to win and the kind where the crew has to work together skillfully to produce good results. The highest winds observed all the way to Bermuda were 18 knots apparent. Over one 12-hour period, due to extremely light winds, *Eighty-Six* only covered 30 miles. Her excellent showing was the result of a combination of many things, and a tribute to the people who pitched in to "make it happen." There was a lot that went into it: new electronics, a radar donated by Raytheon Company, new Hood sails (a big plus), hauling the boat and wet-sanding the bottom the day before the race, a well-rested crew at the start, sharp looking uniforms that gave the crew a feeling of pride, good provisioning, and finally, a great send-off from Newport. The crew felt like winners even before the race began.

This was a team effort of the finest kind. All of the pieces, big and small — the boat, the crew, and the support team (too many to mention) — added up to victory. As a result of this experience, crew members had distilled from the sea some of the many lessons it has to teach. Although they had done well in the race and had beaten tough competitors, the cadets realized that they had not beaten the sea. Rather, in a benevolent moment, the sea had only let them pass.

And they will long enjoy and cherish the feeling of Bermuda High.

James (Jim) Fox is Vice-President, Engineering, at Advanced Applications Engineering Co., Inc. of Peabody, MA. He makes his home in Salem. He graduated from the Academy in 1964 and is Vice President of the MMA Alumni Association. He was the senior "advisor" aboard *Eighty-Six* during the race but yielded the title of skipper to Cadet First Class David S. Smith of Mansfield.

Several benefactors, corporate and individual, made generous contributions in cash and in kind to assist this Bermuda Race effort: Raytheon Electronics, MMA Alumni Association, Coca Cola of Cape Cod, Puritan Clothing Company of Hyannis, Dick Moore '50, Albert Schofield '58, Bob Coyne '64, and Mr. and Mrs. Joseph Mulle.

PIONEER NAVIGATORS

The "Commodore", built in 1929 by Consolidated. In this plane the author learned to fly and, with fellow maritime academy grads, taught air navigation to Army Air Forces officers during World War II. (Pan Am photo)

by
John J. Howell, Jr.

What if I told you that a Massachusetts Maritime graduate was the navigator on the clipper *Flying Cloud*? "Impossible," you would protest. "The *Flying Cloud* was built by Donald McKay in East Boston in 1845 and finished her active career before the founding of the Academy in 1891!"

Well, we are both right. But the Clipper *Flying Cloud* I have in mind was an airplane in Pan American Airways' (Pan Am) transoceanic air fleet.* Thus begins our tale about a few seagoing officers, MMA alumni included, who carried their navigation skills from ships to airplanes during the pioneering days of ocean flying.

Aviation developed in earnest after World War I, first over land but soon over water as well. On long ocean flights, it became evident that in addition to the usual pilotage used over land, new techniques in celestial navigation were needed. Some early pilots who flew (or tried to fly) the oceans engaged ship officers to navigate for them. The U.S. Navy had an advantage in that some of their pilots had experience in surface navigation before attending flight school. Early in the 1930's, as larger and better aircraft were built, the Europeans began limited commercial flights across the South Atlantic. The American carrier Pan Am was operating around the Caribbean and in nearby South America. Not satisfied with this, Juan Trippe, a World War I naval aviator and founder of Pan Am, implemented a major effort which led to the construction of superb new airplanes and a chain of Pacific island bases. This culminated in the first China Clipper flight on November 22, 1935. Edwin Musick was the captain and Frederick Noonan, an ex-merchant mariner, was the navigator.

*"Clipper" and "Pan Am" are registered trade marks.

"Thousands of bombers and military cargo planes were soon to be built. Who would navigate them?"

Two years later, Noonan (no longer with Pan Am) was Amelia Earhart's navigator on her last flight.

By the late thirties, war had broken out in Europe, and it was apparent to many in Washington that it was only a matter of time before America would be involved. The U.S. Navy, because of their concern about Japan's activities in the Pacific and in East Asia, had been paying very close attention to Pan Am's pioneering endeavors. Others started watching, too.

Meanwhile, Pan Am's Pacific success had produced and established the methodology needed for its commercial ocean flying. This led to further expansion and by the late 1930's, Pan Am was flying schedules across both the Pacific and Atlantic. On one of these Atlantic flights, a significant event in the history of aerial navigation took place.

In 1939, the navigator Charles Lunn, an ex-merchant marine captain, was observed at his work by a guest who had been invited to visit the flight deck. (Pan Am, unlike the domestic airlines of the day, did not use terms like "cockpit" but more nautical terms like "flight deck." Likewise, "pilot" was "captain," "co-pilot" was "first officer," and "navigator" was usually "second officer.") It seems that this guest, Army General Emmons, was very impressed by the quality of the navigation. Apparently, they arrived at Horta in the Azores right on the button.

The Army Air Forces had a big problem. Thousands of bombers and military cargo planes were soon to be built. Who would navigate them? And who would train the thousands of navigators that would be needed?

General Emmons had his answer. Shortly after his 1939 flight to the Azores with Charles Lunn, the Army Air Forces asked Pan Am to train navigators. On August 10, 1940, more than a year before Pearl Harbor, Pan Am established a school to train military navigators on the campus of the University of Miami at Coral Gables, Florida. Guess who was named as director? Why, ex-merchant mariner Charlie Lunn, of course.

More navigators were needed, both to navigate and to teach others the skills and methodology Pan Am had developed. Pan Am and the U.S. Navy had developed very close ties, particularly in the administration of the Naval Reserve personnel affairs. Maritime academy graduates were being commissioned as officers in the Naval Reserve. It all fit. So as before, Pan Am looked to the sea for navigators to train the Army. Some of the new flyers were "hawse-pipe" officers, but many were from the State Maritime Academies (Massachusetts, New York, Pennsylvania, and California) plus two from the Naval Academy and one from Kings Point.

It is not my intent that this story be autobiographical, but my own experience is somewhat typical of the strange and circuitous ways many of us became "Pan Am navigators for the Army." Let's face it. The Navy needed officers, the merchant marine needed officers for new ships being built, and the Army needed navigators. The pool

Pan American Airways photo of the DC-4 and crew of the first commercial *land* plane flight from New York to London on September 18, 1945. The flight took 18 hours with stops at Gander and Shannon. Third from left is Alden Tibbetts. On the right are stewards; Pan Am did not employ women crew until later.

Navigator Alden M. Tibbetts '39 in a 1944 Pan Am photo. Retired from the insurance business, he lives in Maine and is Vice Chairman, MMA Board of Visitors.

of manpower that could perform all three jobs was small, and competition for such limited resources was keen.

After "graduation from the *Nantucket*" in September of 1941, I applied for my commission and active duty. Upon completion of my U.S. Maritime Commission Cadet Officer training, I was commissioned but told to wait for active duty. This was January, 1942. In February, the Navy made me available (through the Boston Masters, Mates, and Pilots) to the Mystic Steam Ship Company as Third Mate so that a short-handed ship could sail. This assignment was temporary. I remained on that ship for a month until a permanent third mate came on board.

On coming ashore, there were still no active duty Navy orders but while on board, I had heard from the radio officer that Pan Am was looking for maritime academy graduates as navigators. Again, the Navy gave me temporary permission to join Pan Am, which I did. Navy orders to the USS *George Clymer* (an APA) finally came, but before I could complete the active duty physical exam, Pan Am (who had prior knowledge of my impending orders) intervened and requested that the Navy assign me to them. The Navy issued new orders stating that, at Pan Am's request, I was not being activated but was to inform the Navy if there was any change in my status with Pan Am. It would seem that of the three (Navy, merchant marine, and Pan Am), Pan Am had the highest priority at the time.

Those pioneer navigators from MMA whose names I can recall include Alfred W. Bramer '27, Chesley W. Lumbert '32, Charles R. Howell '34, Richard T. Spear '35, Edward F. Serafin '36, William J. Ceppi '38, Edward J. Albatys '38, Douglas S. McLeod '38, Alden M. Tibbetts '39, and John J. Howell, Jr. '41 plus Roger S. Smith '40 with American Overseas Airlines.

These ex-mariners were first qualified as flight navigators and then assigned to line flying or to flying/instruction duties, dependent upon company requirements at the time.

WAR DEPARTMENT, ARMY AIR FORCES, WASHINGTON, D. C.
This is to certify that JOHN JAMES HOWELL, JR.
whose signature, photograph, and fingerprints appear hereon, is employed by
a NAVIGATOR
(Status as a crew member or ground position)
PAN AMERICAN AIRWAYS INC., ATC-CORAL GABLES DIV.
(Company)
and is accompanying the Armed Forces of the United States; that, as such, he is a non-combatant, and is entitled to be treated as a lawful belligerent according to the law and usages of war.
(Signature of certifying officer)
CAPTAIN, A.C.
(Name and grade or official position - Typed or printed)
Date of birth July 26, 1922
Color eyes Hazel
Color hair Brown
Weight 150 lb
Height 5 ft 7 in
JOHN J HOWELL JR
PAA NAVIGATOR
*Signature of bearer
John J Howell, Jr
Date issued January 19, 1944
*Registration data

Author John Howell's wartime ID card identifying him as a non-combatant belligerent.

John Howell (the author) beneath his C-54 in the Azores on a mission carrying Normandy invasion wounded to the U.S. in 1944.

The Pan Am navigator's job was threefold: navigating, developing new techniques in aerial navigation, and training others including company pilots. Curiously, it was this training function which was the major contribution these few pioneer navigators made to our country's war efforts.

The Pan Am Coral Gables school trained a large nucleus of U.S. Army Air Forces navigators plus a number for the U.S. Navy, the British RAF, and for Pan Am itself. By late 1943, enough military navigators had been graduated so that the armed services could do their own training. Thus nearly all Pan Am navigators became available for line flying. The great majority were assigned to the military aircraft that Pan Am was operating for either the Army Air Transport Command* or the Naval Air Transport Service. Some remained on the few Clippers still operating. As a result, within a short period of time, a Pan Am crew member could be found in a Pan Am, Army, or Navy uniform. The military uniforms were worn with special ATC or Pan Am insignia. When the war ended in 1945, the military assignments were gradually phased out and the crews were returned to commercial flights, this time in land planes which had been developed during the war.

Along with the phenomenal wartime increase in the number of navigators came unprecedented changes in technology: new bubble sextants, gyro-stablized driftmeters, simplified astronomical tables, pressure pattern routing and, most important, the electronic revolution. This latter factor presaged the end of the special crew member for the navigation function. First Loran, Radar, VHF/UHF, and later satellite navigation and inertial guidance took over. Today's transoceanic aircraft are computer-navigated to a degree of accuracy unimagined in World War II.

Thus, the era of the professional aerial navigator was relatively short, but those of us who were privileged to have been involved were part of one of the most fascinating chapters in the long saga of navigation itself. The Massachusetts Maritime Academy, through its graduates, was part and parcel of it all. Just as the cadets of the 1930's never dreamed they would spend several years of their lives in airplanes, the cadets of today will find themselves involved in pioneering endeavors not yet imagined and for which our school will have prepared them well.

*Army ATC was the forerunner of MATS and, in turn, the present day Military Airlift Command (MAC).

Pioneer navigator William Ceppi (now deceased) at the helm of *Nantucket* just before his graduation in 1938. He eventually retired in Coral Gables, FL, the site of the Pan Am navigation school.

Author Howell, today, reminiscing, demonstrates use of primitive 1943-vintage Link sextant (Type A-12) used in pioneer days of Army Air Forces navigation.

John J. Howell, Jr. is a graduate of Boston Latin School and the Massachusetts Maritime Academy '41 (B. S. '52). After sailing for a short time, he joined Pan Am in early 1942 as a navigator and flew until moving to Air France in late 1948. He spent ten years in operations and management with Air France. Mr. Howell then began a 25-year career with Exxon in marketing and retired in 1983. He holds FAA licenses as Flight Navigator, Aircraft Dispatcher, and Commercial Pilot. He and his wife Marion live in Westport, CT. and have three grown daughters.

Under the turbine casing: Professor Pete Watson riveted to his job. (Photo by 1/C Charles Monestere)

Faculty

Peter and the Crab

Peter J. Watson was born under the sign of the Crab — and stayed right there. The draw of the Water Sign kept him at sea or near it to this day.

Born in New Bedford, reared in Fairhaven, and educated at Massachusetts Maritime Academy, he has made the world his home as so many sailors do.

After graduating from MMA in 1950, he sailed with Moore-McCormack until he received his draft notice in 1952. "I can't say that my life is an example of long range planning," says Watson, "but rather pretty much blind luck — some good, some bad." Had it not been for the Korean War, Chief Engineer Watson would have stayed indefinitely with the merchant marine.

Instead, he spent thirty years in the Navy, sailing all seven of the seven seas. (The Crab didn't object to this, in the least.)

Although much of Peter's duty was in engineering, he claims blind luck got him command of the destroyer *Perry*. On that ship, he saw combat in Vietnam. He says that the most thoroughly enjoyable thing he has ever done was to command that ship. How many chief engineers can say that?

"I've no complaints about life," reminisces Watson. "The world has been good to me even though I have gotten my fingers burned a few times. Every once in a while, you got dumped into something you think you won't like but before you know it, everything works out for the best. On balance, I'm way ahead." What an attitude about life — refreshing and positive! The world has indeed been this "crab's" oyster.

During his career, he worked for Type A hard drivers, quiet gentlemen, and even some screamers, learning something valuable from each one. His last Navy boss was Medal of Honor winner, Admiral John "PT Boat" Bulkeley, who has the widespread reputation of being hard as nails. "There was a man who would really go to bat for you and support you all the way. You'd just better be right." Apparently Peter was "right." He stayed with Bulkeley for six years.

On vacation in July 1981, he visited his alma mater and fellow alumnus, Commodore Bill Hendy. Bill introduced him to Academic Dean Geoff Motte who surprised him with "When are you coming to work, Captain?" Motte was heading up an expansion program, and Watson accepted an associate professorship. Since then, he has been a teacher of various marine engineering courses, Chief Engineer of the training ship, and has been promoted to full professor.

"It is the cadets that drew me and rivet me to this job," admits Watson. "It thrills me to see their appetite for learning and doing, especially during cruise periods. There is a natural temptation to overprotect them and to oversupervise them. But it works so much better when you release them to run things — even if watching can give you an ulcer."

Peter lives with his wife Marian in Mattapoisett. Their sons are grown and gone; one is in the Navy. Peter bicycles and is building a model railroad which is rapidly filling up the basement. But the Crab still has a firm hold on Pete's life; he also builds shipmodels.

The Dynamics of Change

by Peter Watson
Chairman, Department of Marine Engineering

Dynamic: Characterized by continuous change, activity, or progress. (American Heritage Dictionary)

The other day, I was thinking about how dynamically the engineering program at the Academy has evolved over the years and yet how the end result has generally remained the same — namely, turning out a competent, qualified engineer who has an understanding (a feel, if you will) of machinery and its basic operation and maintenance supported by a solid academic background.

In July 1947, I reported to the Academy then located in Hyannis. The outsides of the campus buildings were attractive, but internally the facilities were dismal, to say the least. The classrooms were in what is now the Town Hall on South Street. The buildings were originally part of the State Normal School. The library, located on the second floor, was of questionable value. The engineering lab facilities consisted of about 10 lathes in a basement room, a 110-foot subchaser berthed at a pier six blocks away in the harbor of Hyannis, a large submarine diesel engine on blocks in the parking lot next to the dormitory, and a small double expansion steam reciprocating engine which is now a museum piece in the Hurley Library. The diesel was exposed to the weather and non-operational. The rumor, at the time, was that the engine had been run once after its arrival; but due to the noise, Hyannis was almost evacuated. There was no training ship at the time — only loaners from the Maritime Administration. The subchaser did furnish a platform in which to learn some seamanship and diesel engineering and to practice getting seasick. There was very little

in the way of practical or hands-on engineering. Having outgrown the old training ship *Nantucket* in 1942, the Academy's emphasis had shifted to academics. We were to be the second graduating class to be awarded a Bachelor of Science degree in Marine and Electrical Engineering.

In January 1948, with my first cruise, the pendulum started swinging back in the direction of hands-on engineering. We cruised with Maine Maritime Academy that year. It was cold that winter with a major snow storm on the Cape just before we left. At 1100 on a cold, cold January 16, we boarded the *American Sailor* as soon as she finished tying up at what was then called the State Pier at Buzzards Bay. The ship, with a regularly assigned crew aboard, had just arrived from Castine, Maine, with the cadets of Maine Maritime Academy. After an uneventful trip, we arrived at St. Petersburg where we boarded the *American Mariner* and started learning how to run that plant. This time there was no permanent crew. Practical engineering was off and running.

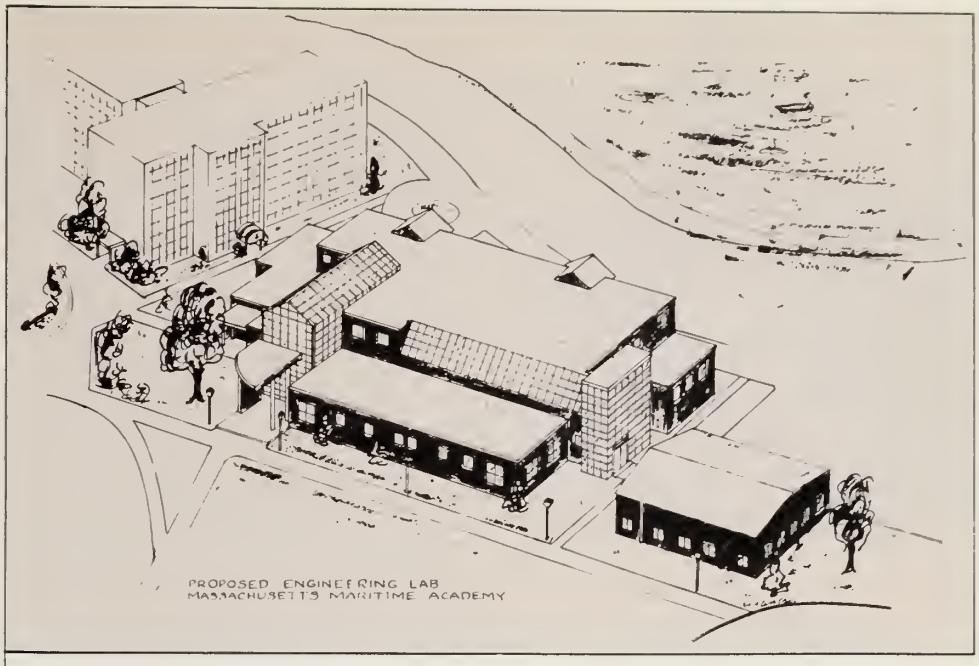
Six days later on 30 January 1948, we sailed from St. Petersburg. The *American Mariner* was a converted liberty ship. The relatively low pressure boilers and triple expansion engine was very forgiving regarding our "learning" efforts. The two academies worked well together with no major problems that I can remember.

The *American Mariner* thumped her way across the Caribbean, through the Panama Canal, and up the west coast to San Francisco. Both schools were small by today's standards so the training efforts consisted of watches, maintenance, and utility. There were only two classes at Massachusetts at the time. My class consisted of about 25 engineers and 25 deck cadets. We learned by doing, and there was plenty to be done. We didn't know it, but the party had just begun.

Commander Jim Murray and some other officers from the Massachusetts Maritime Academy had gone on ahead to work with the Navy in getting a new training ship ready. The *Charleston* was only 12 years old at the time and recently had been laid up by the Navy. On 4 March, the *American Mariner* arrived in San Francisco and tied up at Hunter's Point Naval Shipyard across the pier from the *Charleston*.

Our education began in earnest. The *Charleston* was very discouraging to see. She was small and dirty with hundreds of steam lines, air hoses, and power cables strung all over her for life support — definitely a patient in intensive care. The Maine cadets stayed in the *Mariner* (shaking their heads) while we moved to the *Charleston* for what was, at our ages, an unreal experience. We worked long hours every day, made several sea trials, were towed back sometimes, but we slowly put it all together.

On Friday, 19 March, the Maine cadets in the *American Mariner* left for St. Petersburg. It was depressing to see our ride home leaving. Now we were forced to make the *Charleston* run properly. After a turnover ceremony, we also left for home. Actually, two tugs dragged us out, pointed us in the right direction, and gave us a shove. I'm not sure, but I think they told us to keep going. Tongue-in-cheek aside, the *Charleston* was a tremendous engineering training platform. She had a separate fireroom and two steam turbine main engines presenting greater training opportunties, an alternating current electrical plant (modern) plus numerous pumps, etc. to learn on. Best of all, she could make 21 knots (most of the time) as we headed for St. Petersburg. We worked! We learned! The pendulum had swung back all the way to hands-on learning at the expense of academics.



Author's sketch of proposed Engineering Lab Building.

After a journey of 19 days, we arrived at our destination and embarked the Maine cadets for a trip to Castine in unbelievably crowded conditions. People slept on desk tops and tables and in passageways. The summer following our arrival home at Buzzards Bay, the school moved out of the Hyannis facilities and aboard the *Charleston* at Buzzards Bay.

The engineer's education was reasonably balanced and quite effective for the next few years. The emphasis was on the practical. Classes were held from about 0815 to about 1400 in the adjacent State Pier Building, newly renovated. Maintenance training was conducted from 1400 to 1630. Watches were stood around the clock with one of the two boilers being intermittently fired year-round for heat and hot water. The cadets ran the plant with the officer on call.

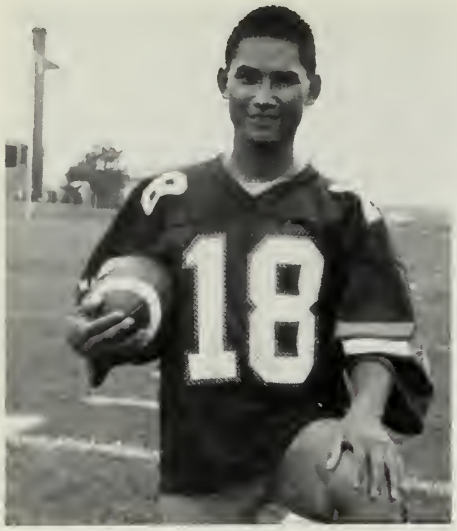
Where do we stand now? After the *Charleston*, the Academy grew slowly in size and went through several training ships, built a gym, a library, modest lab facilities, and dormitories and then moved ashore. After moving ashore, the pendulum swung back heavily toward academics, and the degree was accredited. An effort was made to instill more hands-on training, but from 1981 to 1986, there was no training ship at the school. During this period, lab facilities were limited, and the only time a ship was available was when the Academy borrowed one from the Maine Academy or from the New York Academy for the annual cruise (or some version of it).

There began, in 1979, a concerted effort to expand and to upgrade the engineering faculty, curriculum, and labs. Engineering courses were (and still are being) revamped to insure that the cadets receive pertinent information on the latest engineering developments. A number of new electives have been added: nuclear power, dynamics and vibrations, heat transfer, and discrete math, to name a few. An introduction to gas turbines has been included in the Propulsion I course, and mechanical drawing has been brought back for freshmen.

The greatest academic change has been the addition of two engineering secondary concentrations for qualified juniors and seniors. The mechanical engineering concentration is designed to provide additional courses such as digital systems design, microprocessors, and advanced calculus for interested students. The other concentration, facilities and plant engineering, is a program designed to provide additional electives tailored for work at shoreside facilities. Such electives teach about stationary boilers, instrumentation and control, heating, ventilation and air conditioning, and architectural and engineering construction estimating. In view of the number of graduates going into shore facilities, the facilities and plant engineering curriculum is being investigated as a possible degree program that would parallel the marine engineering degree presently being given. There are many similarities between the two.

continued on page 1c

Students



4/C CADET RITHY H. PLANG

Rithy H. Plang reported to Massachusetts Maritime Academy in August, 1988, with the Class of 1992. While his experiences as a freshman at MMA have been fairly routine, his life prior to arriving on campus was anything but. His incredible uphill battle to make it here is detailed in his following article, and he was featured in prominant stories in both the *Cape Cod Times* and *The Boston Globe.*

That uphill battle included such items as eating worms and weeds to stay alive, his parents dying of starvation, being chased through his village by armed communist soldiers, and playing possum next to dead bodies in the streets.

Despite his experiences, Rithy is a bright, articulate, upbeat man with a sense of humor and a ready smile. He is a member of the MMA varsity football team where his 5' 6", 135-pound frame symbolizes his indomitable spirit and his drive to succeed against all odds. In fact, *MMM* believes his own article might well have been entitled "Against All Odds," but his modesty prevented it.

ADJUSTING

by
Rithy H. Plang

Anyone who has left his homeland to start a new life in another country can tell you how difficult it is to adjust to a new way of life. Not only must the person learn a new language, but one must also learn the culture of one's new country. In my case, there was no exception.

I was born in Phnom Phen, Cambodia, in 1969. When I was only seven years old and in the second grade, a revolution was starting. The revolution ended with a new form of government led by a sadistic leader named Pol Pot. Pol Pot continued to rule Cambodia for a period of five years. That five years is now known as the period of the Killing Field.

During the Killing Field era, many Cambodians who were not part of the Pol Pot government lived their lives in terror. A great number of innocent people were killed for no reason. Others were either starved to death or died of sickness. Those who survived during that five-year period had to work for at least twelve hours a day and seven days a week in order to earn their daily meals. Needless to say, those meals were not guaranteed. Some days you would get to eat, other days you would not. There was nothing to look forward to but food. So we tried to stay alive and waited anxiously for the next day and the next meal to come.

My family and I were among those lucky enough to escape into Thailand. The escape took twenty-four hours of constant walking. In Thailand, we lived in a refugee camp. The only hope of getting out of that overcrowded camp was to know someone in another country who would be willing to sponsor you. Fortunately, one of my family members who lived in America sponsored my family and me.

I came to America in 1981 during a January snowstorm. I stepped out of a commercial plane in Providence, Rhode Island, wearing a coat, a pair of shorts, yellow socks, and a pair of flip flops, and was freezing. I was both scared and excited, because I saw snow for the first time in my life.

Eventually, an American family on Cape Cod, the Cunningham's, agreed to take me and my brother in to live with them. There I started school at the sixth grade level. I spoke no English and going to school every day was tough for me, because I could not communicate with the students or the faculty. Even after learning some English, I wouldn't say a word because of my shyness and not being able to pronounce the words correctly. I felt so lonely and trapped, but living with the Cunningham family made it a lot easier for me. The family was able to teach me English every day and helped me with any problems I had.

By the end of my sixth grade year, my English was much improved but I still had a lot to learn. With a lot of hard work and great difficulty, I finished seventh and eighth grades with honored marks. I worked very hard in high school and was able to keep a high average. After graduating from high school, I decided to become a marine engineer and chose to come to the Massachusetts Maritime Academy.

Looking back through the past nineteen years of my life, I see that the Killing Field era had taught me to appreciate many good things in America. The three most important things were freedom, education, and plenty of food to eat. My toughest adjustments in America were learning how to speak English and trying to get along with the kids at school. All the adjustments which I had made in the past don't seem quite so difficult anymore. At this point in my life, I have made about sixty percent of my adjustment to my new country. I hope to finish the remaining forty percent by the time I graduate from the Massachusetts Maritime Academy. Then I will be ready to face the "real world." Thank God, I'm in America!

1/C CADET ELIZABETH A. CLARIDGE

Elizabeth A. Claridge is a member of the Class of 1989 and a Marine Transportation major. She served as coxswain for an all-female cadet rowing team that represented Massachusetts Maritime Academy in competitions in New York and Boston Harbor during the Spring of 1988. The other women on the team included Rebecca Fuchs '88, Alysia M. Cox '89, Heather A. Scott '90, Lisa A. Morrison '89, Jill A. Taft '90, Janet F. O'Rourke '91, Patricia E. Demers '91, Eileen M. Bromely '91, and Keli A. Hogan '92.

Liz is a cadet officer in the Regiment (Adjutant for Fifth Company) and the assistant manager of the "Fantail Club" (an on-campus pub). Respected by both the cadets and the staff of the Academy, she is a true professional in all that she does. An established reputation for leadership and her conscientious ap-

proach to her work should guarantee her a very bright future.

A "DECKIE" THING TO DO

by
Elizabeth A. Claridge

As reported in the last issue of this magazine, in April 1988 in New York Harbor, two Massachusetts Maritime monomoy rowing teams (one male, one female) beat out crews from Kings Point, New York Maritime, the U.S. Coast Guard, the Navy, and the local rowing clubs to earn the first place awards. Although Massachusetts Maritime has repeatedly entered reputable monomoy crews in the annual Boston Marine Society races in Boston Harbor, a campus rowing team was non-existent. While we were on our 1988 training cruise, the Academy received word that the Yacht Club of New York City would host a "Fleet Week" in late April of 1988, complete with monomoy races, and MMA was invited. Captain Gibbons, master of the Patriot State, *approached me and requested that I form a female boat crew, provided there was an interest. Knowing most of the female cadets were engineers, I was unsure that many would share in my enthusiasm. Monomoy rowing was traditionally a "deckie thing to do." Much to my surprise, there was great interest and actually more bodies than the benches in the monomoy could accommodate!*

While rowing practice in foreign ports such as Barbados, Tenerife, and Mallorca was glamorous, rowing in the cold of March in Buzzards Bay was not. Although we expected a loss of interest once we hit our home port, we managed to keep everyone on the team. Amazingly, everyone came to practice every day. Even if they didn't get a chance to row, they came to sit in the bow as additional weight.

The 0615 practices were as comical as they were strenuous. Captain Gibbons would arrive every morning to time our strokes, lend advice, and to chastise us on our form and "chatter" in the boat, reminding us that we only had a few short weeks until race day. The engineers reacquainted themselves with the nomenclature of the boat and our commands while the deckies mocked them in fun. Some mornings the Bay was like glass and if it weren't for level heads and a fear of getting demerits, we would have stayed out all day. Other days the wind would be blowing so hard that ski hats, gloves, turtlenecks, and sweatshirts were not enough to keep us warm. As coxswain, there were times I thought we'd be swept out to sea, unable to match the strength of the wind.

As miserable and tired as we were during those practices, it gave us the edge in New York. In preparing for the worst, that's what we got. The wind and rain in New York Harbor made us feel right at home. While waiting for the various heats to end, we nervously huddled together reassuring one another that we had anticipated this race way back in the sweltering heat of Barbados, and we were ready even if Mother Nature were not. Our first race was against the USCG team. Though they had good form and organization, our toughest competition was the choppy sea. Bobbing from wave crest to trough, the blades of our oars were difficult to position effectively. Apparently, our Buzzards Bay training paid off. We won the heat.

The second and final race was against the Wavertree Rowing Club of New York who had easily beaten the female cadets from Kings Point in the other heat. Still proud that we had done so well in our first match but all too familiar with the state of the sea, we were not as anxious to climb down into our assigned boat (which continuously required hauling) to prove ourselves again. The race began, and we took what appeared to be an "easy victory" lead. However, with approximately 100 feet to the finish line and five boat lengths ahead of Wavertree, the bumpkin which was securing our steering (or sweep) oar gave way. In disbelief and not wanting to terrify the team more than necessary, I casually pulled in the sweep oar. It didn't take long for us to head off course, and it was obvious that I would have to steer the boat through our commands alone. Although we had gone over the commands and used them daily, I was still unsure that my boat of 75% engineers would come through and remember those commands under such stressful conditions. Well . . . they did! With only a one-boat-length lead on Wavertree, the cannon (signalling the finish of the race) sounded. The MMA female cadets had placed first. Massachusetts Maritime had much to celebrate that day as the male boat team had gone undefeated as well.

Corey Anop (left) and R. Dan Lewis III

1/C CADET RAYMOND "DAN" LEWIS III

"Dan" Lewis III has a long record of contribution and achievement during his three and one half years at the Academy. The offensive guard and kicker for the MMA varsity football team, he currently leads the team in scoring. He is also a member of the "Buccaneer" varsity baseball team and is active in intramural athletics. Within the Regiment, he has been selected twice as "Cadet of the Month," once as "Cadet of the Semester," and he won "Cadet of the Year" honors for 1987. One of the few cadets chosen for leadership responsibilities ashore with the Regiment and also aboard *Patriot State*, Dan fulfills his duties of Second Battalion Executive Officer and Deck Division Leader.

Naturally personable and outgoing, Dan is a leader on campus and off. He is an important part of the annual Toys-for-Tots drive and was president of the local chapter of Big Brothers/Big Sisters. An outstanding individual and a credit to the Academy, Dan is an excellent role model for a "Little Brother."

BIG BROTHER, LITTLE BROTHER

by
R. Dan Lewis III

Mine was a family with two older sisters — no brothers. For this reason, I was attracted to the Big Brothers/Big Sisters Program at the Massachusetts Maritime Academy. I was nervous when I went to the first meeting because I

had little idea about what it really meant to be a Big Brother, but after listening for a while, the challenge of responsibility overcame the anxiety and prompted me to fill out the application.

After doing a thorough background check on me, Mr. Stuart Peoples, the Executive Director of the Cape Cod Chapter of Big Brothers/ Big Sisters, set up my first meeting with my little brother to be, Corey Anop. Mr. Peoples took me to his house. During the trip, I was filled with a sense of nervous anxiety. The "entire" five-minute ride seemed an eternity. After meeting Corey in person, I relaxed and knew at once this would really be great. I had made the right decision.

We have been matched for almost two years, and there have been many activities that we've enjoyed together. We're both interested in sports, so it's always easy to run up to the gym and "shoot some hoops." Corey, 13, likes many different sports, but his favorite is basketball. Other of our activities have included bowling, going to the movies, cookouts, and spectator sports. Corey also likes very much to ride his bike. One would think it was a car considering all the miles he puts on it. He studies hard as he makes his way through the Bourne School System and is currently in the seventh grade.

In all, despite the extra time involved, being a Big Brother has given me a chance to help someone else and, as a byproduct, I have learned a lot about myself. This experience will always be with me; it's something I will never forget. I am confident that Corey will grow up to be a fine young man, and I'm proud to have been his Big Brother.

Posing for a photograph following the recent appointment ceremony in the Governor's office are (left to right) Cadet Trustee Robert K. Coughlin, Governor Michael Dukakis, Paul Coughlin and Mary Coughlin, parents of the appointee.

The Dynamics of Change

Continued from page 13.

In 1982, a Cadet Qualification Program was instituted requiring specific levels of competency of each cadet. There are four levels with the last being that of Cadet Engineer. This last level must be passed by a cadet with a written and practical test before he can get credit for his senior cruise. Also in 1982, the Shipboard Cadet Engineering Rate Program was greatly expanded and formalized. It is presently a year-round program with the top Rates (selected by merit) meeting daily with the Chief Engineer and keeping in touch with current shipboard maintenance. During the cruise, the Rates are in charge as much as possible. This has proven to be a fantastic learning experience for them, although sometimes an ulcer-forming experience for the faculty.

The same year, our engineering lab facilities took a quantum leap forward with the installation of a Norcontrol slow speed diesel engine simulator in the Storer Building. After a familiarization period, a diesel simulation lab was integrated into the curriculum. This state-of-the-art equipment allows students to learn slow speed diesel engine operation and trouble-shooting in a simulated operating environment.

Also in 1982, an ad hoc committee was set-up to begin planning for a new Engineering Lab Building. It was recognized, at that time, that we were desperately short of lab space ashore, and the training ship was not always available. Additionally, more and more of our graduates were taking engineering related jobs ashore. Dr. Robert Robideau has shepherded the committee and this planning along for the past six years, and a final report is due from the State Division of Capital Plans and Operations (DCPO) with schematic drawings and associated cost estimates. The facility will be a 30,000-square foot building with vitally needed diesel, steam, refrigeration, electrical, and pump labs. This will be complemented by the labs in the Storer Building. It should be the finest facility of its kind at any of the maritime academies. The facility is vital and will provide the type ot laboratory exposure that will greatly benefit MMA students, whether they work afloat or ashore after graduation.

The Storer Building, which houses the machine shop, welding shop, and the other few engineering shore labs, presently is severely constrained as far as any growth goes. The policy has long been that the training ship is the main engineering lab. This policy was satisfactory only so long as the ship was at the school, was available, and the curriculum was simple.

But times have changed. The curriculum is no longer simple. And more and more we are finding the ship not available due to contract work being done by outside shipyard personnel, equipment being inspected by Coast Guard or ABS inspectors, or other requirements which make our primary lab unavailable. At times, the ship is physically gone from the Academy to a shipyard for overhaul or off with the Navy. The *Patriot State* is a Ready Reserve Force ship and, on occasion, participates in Navy exercises. In the not too distant future, if the Maritime Administration has its way, the *Patriot State* will be shared with the other academies. Although we and the other academies are fiercely resisting the ship-sharing scheme, there is a very strong possibility that it will be implemented. Our training ship would be gone from the school except when assigned for cruises. Obviously, the new Engineering Lab Building will be absolutely essential.

Two thirds of the students at MMA are majoring in engineering. We must continue to provide the excellent facilities that have made our engineering graduate a sought after employee. With a new Engineering Lab Building and a new major in facilities and plant management, our engineering program will be able to do just that and to serve both cadets and taxpayers well for decades to come.

Many things have changed since we went to San Francisco to pick up the *Charleston* in 1948, and yet the best things remain the same. The emphasis has shifted dynamically from practical to academic and back to practical, academic, etc. Throughout, there has been a steady leveling out of these cyclical peaks and valleys to the point that today we have a nice blend of the practical with the academic in balance. We turn out an engineer who can operate and maintain a vast array of equipment under adverse conditions, and yet that same engineer has the academic background to undertake theoretical engineering and engineering management tasks. Our graduates are equipped to work afloat and ashore. They have the best of both worlds — the sea and the land. It is my prediction that it will stay that way.

ANNUAL FUND CAMPAIGN MEETS TWIN GOALS

The second year of the Massachusetts Maritime Academy Annual Fund (July 1, 1987 — June 30, 1988) surpassed its $50,000 goal (twice the first year goal) with a total of $80,715. (This does not include gifts earmarked for scholarships which are accounted for separately from the Annual fund, but which are acknowledged in the columns below. Adding those funds, the total received comes to approximately $120,000.)

The second goal was to double alumni participation. A new high of 536 alumni donors increased participation from 6.6% to 13.2% — exactly double. The national average alumni participation for private colleges and universities is 24%; for public institutions it is 14%. This year's average gift was over $80.

Peter M. Sullivan '57, Chairman of the Annual Fund, is enthused about this percentage increase. "This growth index is perceived of as a 'thermometer' by corporations, foundations and the business community. In fund raising for colleges and universities, one is always asked how well the alumni support their alma mater. Success brings success."

Annual Fund number three is underway. Our goal is $100,000. We also hope to achieve 20% alumni participation. Enclosed in this issue is a postage-paid envelope for your use in sending in a tax-deductible gift to Massachusetts Maritime Academy.

The following columns list the generous businesses, organizations, and individuals who contributed to our second Annual Fund. An asterisk (*) indicates second consecutive annual gift. A plus sign (+) indicates names inadvertently omitted from, or incorrectly listed in our first Annual Fund drive listing of contributions.

CENTENNIAL SOCIETY
($1,000 and up)

Corporate Gifts

Ocean Ships Management
NAGE/IBPO
Raymond Management, Inc.

Corporate Matching Gifts

CSX Corporation
Eastern Associated Foundation
*Exxon Educational Foundation

Individual Gifts

*Paul M. Fye
Kenneth Lyons
*Edward Novakoff
Susan J. Ross

Alumni Gifts

Class of 1939

*Capt. Thomas Burke
Harold George

Class of 1945

Edmund E. Davis

Class of 1947

Harry H. Misakian

Class of 1952

*Stephen J. O'Connor

Class of 1956

Eugene L. Flynn

Class of 1957

*RADM John F. Aylmer
*Peter M. Sullivan

Class of 1964

*Robert Coyne

Scholarship Gifts

*Boston Marine Society
*Boston Port & Seamen's Aid Society
*Cape Cod Bank & Trust Co.
*Championship Basketball School
*Virginia L. Crowell Trust
*Edward Bangs Kelley & Elza Kelley Foundation, Inc.
Mariner House
*Mrs. Rita Mascarentias
*Massachusetts Maritime Academy Alumni Association
*New England Telephone
*Hon. Philip A. Rollins
*Salem Marine Society
*Mrs. John J. Ventola

ADMIRAL'S CLUB
($500 up to $1,000)

Corporate Gifts

Marine Transport Lines
Pacific National Bank
Seabulk Tankers Ltd.

Corporate Matching Gifts

*General Electric Foundation
New England Mutual Life Ins. Co.
*Polaroid Foundation
*Shearson Lehman Hutton

Individual Gifts

Charles A. Sanislow, MD

Alumni Gifts

Class of 1927

*Maurice J. Belhumeur

Class of 1943

*Howard McCartney

Class of 1947

*Joseph Kestenbaum
George H. Morse

Class of 1950

Richard J. Moore
*Thomas Nicholson

Class of 1958

Karl L. Meyer

Class of 1964

*George Gillis

Class of 1965

*John F. Sullivan

Class of 1971

*Michael A. Joyce
George Newbauer

Class of 1987

*Christopher Remmes

Scholarship Gifts

Michael A. Burt
*Crosby Towboat Co., Inc.
William A. Hafferty
*CDR Henry J. Lamb
*Massachusetts Maritime Academy Foundation
*Ocean Spray
MMA Women's Club
*Mrs. Levina M. O'Brien
*Mrs. Mary C. Rowan

COMMODORE'S CLUB
($100 up to $500)

Corporate Gifts

ABC Corporation
Barden's Boat Yard
B & C Machine Co.
C. E. Beckman Co.
Dicken's Press Inc.
E. Coast Ship Service
Exodus Marine, Inc.
H. B. Jesby, Agent
Kingman Marine Co.
Landrigan Corporation
Marine System Corp.
Nat'l. Bank of Fairhaven
N. C. Hudon, Inc.
Patterson Wylde
Perry Boat Yard
Stolt-Nielson, Inc.

Corporate Matching Gifts

Allied Corporation Foundation
Allied-Signal Foundation Inc.
AmeriTrust Company National Association
Bay Banks, Inc.
Consolidated Edison Co. of NY Inc.
Corning Glass Works Foundation
*Ferro Corporation
Fireman's Fund Insurance Company Foundation
Hartford Fire Insurance
*International Business Machines Corp.
*McGraw-Hill
*Merrill Lynch
New England Telephone
Procter and Gamble
*Raytheon Company
Reliance Electric Co.
*Stone and Webster
*Textron Charitable Trust
*United Technologies

Individual Gifts

Raymond Baiata
Robert W. Barros
George F. Boes, Jr.
Frank P. Celino
*Ronald G. Coghlan
Paul P. Coughlin +
*Capt. Arthur L. Desrocher
John J. Dohring, Sr.
Edgar C. Earle, Jr. +
*George H. Ellison
*Raymond Eisenberg
R. M. Feldman
Gerhard H. Fuchs
Kris Gourlay
*CDR Richard Gurnon
Gladys J. Hoover
Sandra M. Jarvinen
Raymond Kells
Paul J. King
Capt. Arthur Knight
John J. Lawlor
William R. Lean, Jr.
*Eugene McCarthy
James F. McGillen +
Anthony H. Mulle
Mircea Pasalau
Gerald F. Ramsey
*Bache Renshaw
Joan M. Rezendes
Marie A. Rizzuto
Donald W. Robinson
George L. Robinson
*Charles D. Rogers
Evert J. Seuter
June Small
Capt. Paul Smith
George D. Sun
*RADM S. A. Swarztrauber
Richard M. Treen
Carl A. Whitman +
John R. Xenides

Alumni Gifts

Class of 1921
George A. Perkins
*Homer A. Severne

Class of 1927
Edward F. Jaeger +

Class of 1933
*William Vautrinot

Class of 1936
Charles J. Dayton

Class of 1937
Paul W. Pitman

Class of 1939
*Harlow A. Lazott
*Alden Tibbetts

Class of 1940
*Capt. A. Christiansen

Class of 1941
*George E. Buckwalter
*John J. Howell, Jr.

Class of 1942
*George A. Davis

Class of 1943
*Garth Stonestreet

Class of 1944
Donald F. Berlo
Edward T. Giblin
*Vincent F. Leahy
*Philip Leonard
*James H. McInerney
*Vernon Whitehead

Class of 1945
Robert B. Clune +
*Edward Morin
Richard M. Nowell
Capt. J. A. Smith

Class of 1946
*Mario Marrocco
*Richard Scudder
Nelson Wilder

Class of 1947
Paul Bechard
*Joseph Kiley
Robert L. McLeod
John G. Miles +
Joseph B. Nye
William J. Parker
Robert Sage
*Edward J. Wall, Jr. +
J. A. Wheble

Class of 1949
Thomas M. Cass
James J. Conway
*MacLean Crowell
Watson I. Fournier
*Capt. Robert E. Vaughn +

Class of 1950
Robert L. Kenniff
*James Wickwire

Class of 1951
*William Brady
*David A. Dodge
Allen E. McCarthy
Edward T. Phillips
*William R. Scarbrough

Class of 1953
Barry E. Dennis
*Robert E. Slattery

Class of 1954
Francis J. Burger
*Mario P. Ciara
*Peter A. Dupuis
*William C. Kelley
Hugh P. Ward

Class of 1955
R. L. D'Entremont
Armand E. Ducharme
*Donald J. Flynn +

Class of 1956
Vincent E. Corsano
*Robert E. Greer
*Ed Halpin
*Morgan Ryan

Class of 1957
Robert D. Brown
*Eugene D. Mirabello
*Donald J. Putignano
Robert Rumney
Robert Stickney

Class of 1958
Ronald Salley

Class of 1959
John Dunphy
*John Edson

Class of 1960
*Benjamin J. Santacroce

Class of 1963
Paul J. Kenny
William B. Thorup

Graduation 1988: Stephen D. Meesey '88 enjoys a congratulatory pat on the shoulder board.

Class of 1964
Michael Cunningham
Robert E. Foley
Daniel E. Tichon

Class of 1966
Peter C. Fraser
Colin O. Kenney
Peter H. Maitland

Class of 1967
CDR E. I. Dunn, Jr.
*Jay F. Svenson

Class of 1968
*Thomas C. King

Class of 1969
David S. Anderson

Class of 1971
William A. Gould
*James J. Kearney

Class of 1972
*Paul R. Shepard +

Class of 1975
*Martin E. Conroy

Class of 1976
*William Dubrow
Yasser M. Marzuq

Class of 1977
Wayne Fellows
Robert J. Peters
Ernest R. Simon

Class of 1978
Daniel H. Kelley +

Class of 1979
*Michael A. Burt
Steven W. Kanchuga

Class of 1980
*Michael D. Clark +
*Michael J. Cunningham
*John M. Kelly +

Class of 1981
William P. Hafferty
John B. MacDonald, Jr.
*Howard R. Smart
William J. Vito

Class of 1982
Michael P. Coughlin +
*Robert G. McCarrick
*Dennis McMorrow +
David Muir

Class of 1983
*Donald E. Pigott, Jr.
Albert C. Tierney

Class of 1984
Neil T. Begley, II
Kevin Lagasse
James E. Stranberg, Jr.
Paul J. Vitello

Class of 1985
Dawn Dineen Tomasini

Class of 1986
John G. Coughlin +
Kevin C. Fisk
Russell D. Hansen
*Brian C. Murphy
Christopher Tomasini

Class of 1987
Maureen M. Connolly

Scholarship Fund Gifts
*Mrs. W. B. Arnold
Dolphin Inn
*Mrs. David Green
*Midland Enterprises, Inc.
*Sanchez Marine Services
*Society of Marine Port Engineers of New York

BUCCANEER'S CLUB
(up to $100)

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European Custom Yachts
Lamco Chem
Major's RV Serv. Center
Mass. Sanitary Supply
Morse, R. F. & Son
N. E. Historical Seaport
Office Supply Co.
Whaling City Iron Co.

Corporate Matching Gifts
*Aetna Life and Casualty
Chevron USA Inc.
*General Dynamics
Hanseco Insurance Co.
Heublin Foundation Inc.
International Paper Company Foundation
*Morton Thiokol Inc.
Northeast Utilities
Rockwell International Corporation Trust
Shering-Plough Foundation Inc.
*Sun Refining & Marketing Co.
*Westinghouse Foundation, Inc.

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William H. Anderson
Jeanie Andres
Richard C. Astles
William Berliner
David W. Bottom
Gordon R. Bennett
Harold C. Berg
Carl J. Biagiotti
Arthur L. Bibbins
W. Boehl
Capt. John W. Bordan, Jr.
William S. Bradley
Dorothy I. Brennan
Madeline E. Burke
Charles A. Burnham
*Amos P. Cardoza
Edward J. Catarius
Ronald P. Cerullo
A. Chaisson/City Boat Works
*George Clark
Louis C. Clark
Joseph Conti
*CDR Robert E. Corradi
John R. Correiro
Gerald P. Cosgrove
James F. Coveno
Walter M. Crowell
Thomas J. Crowley
Derek M. Curran, Jr.
Joan M. Delaney
Andriana Q. DeMiranda
Edward F. Donnelly
Carlene E. Duprey
William Eldridge
John S. Fauske
Anthony P. Fellicetta
Joseph Fernandez
Kilroe P. Ferretti
Basil Filonowich
Derwyn J. Flynn

Nicholas G. Ghiradella
Thomas J. Grasso
Wesley P. Gray
Harvey F. Greenhalgh, Jr.
Angela M. Griffin
Thomas J. Harwood
James E. Haynes
Mary C. Hebert
James L. Higginbottom
Raymond P. Hopkins
Charles A. Hughes
Lydia Karczewski
Ronald J. Kearns
John P. Kelleher
James H. Kidd
Robert J. Kusiak
Frank Latorre
R. D. Lewis, Jr.
James Long
Kenneth J. Lydon
Edison C. Marney
William MacAulay
Malcolm MacGregor
Stephen L. Mann
Anne M. McCann
Robert F. McCabe
William K. McCarthy
Francis H. McDonough
Capt. Daniel McInerney
Ricardo Medeiros, Sr.
Leonard D. Meesey
Francis P. Millette, DMD
Kathryn A. Monestere
Antonio Montes
Jorge E. Moreno
Claude H. Morgado
Frank T. Moschini
Andrew Murphy
John J. Murphy, Jr.
James K. Murray
Gaetano Musto
William Nardone
*Howard Nickerson
Paul J. Nugent
Thomas O. Donovan
Thomas L. O'Hara, Jr.
Fred M. Penney
James P. Parry
James G. Redfearn
John F. Roman
Ugo Saganic
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John R. Silva
Alan Smith
V. J. Smith
Alfred H. Sparling, Jr.
Arthur E. Stewart
Evelyn Stocklinski
Joseph A. Stone
Terence W. Sullivan
Ann M. Svenson
CDR James Taddia
John Topalian
Joseph P. Tricomi
Ann M. Tucci
Thomas M. Tucker
*Paul S. Vaitses
Ronald R. Whitmore
Russell G. Wamsley
*Ross W. Wright
Janet Zavrid
Joanne Zeller

Alumni Gifts

Class of 1920

*William E. Hendy

Class of 1921

*CDR Norman D. MacLellan

Class of 1922

*George J. Jung +
*Kenneth C. Mayo

Class of 1924

Robert S. Gale

Class of 1925

Michael A. Peszke

Class of 1926

*Capt. R. T. Rounds, USNR (Ret)

Class of 1927

*Gilbert C. Allen
Frederick E. Steele

Class of 1928

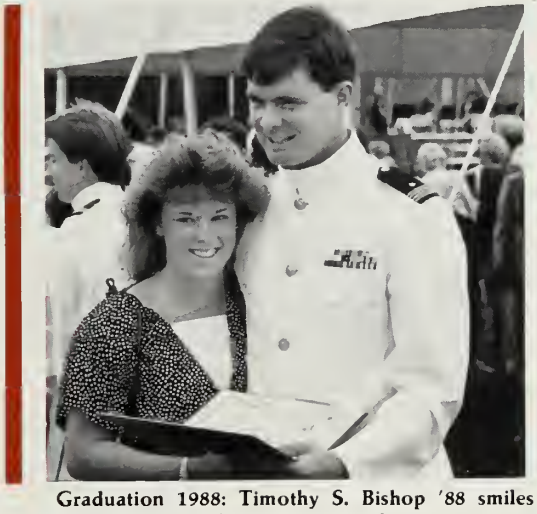
George H. Barnes
*Edward Greenleaf
William A. Musculus

Class of 1929

John Cusick
*William Gilman
John P. Haberlin
*Robert G. Redmayne

Class of 1930

Harry P. Blackwood
Cyrill W. Downs



Graduation 1988: Timothy S. Bishop '88 smiles with diploma and someone special.

*James G. Harrington
*Howard K. Heath

Class of 1931

W. Evans Case
James D. Crosby
P. M. Polletta

Class of 1932

*Jesse C. Conde
*Thurston Hartford
Stuart K. Mills
Robert E. Thompson

Class of 1933

Frederick Arold
*Frederick S. Brown +
Edward H. Hall
Allen S. Rodgers
*Sargent L. Walton
*Clifford S. Woodward

Class of 1934

Edward G. Andrews

Class of 1935

*Raymond C. David, Jr.
James J. Murray
*Myron C. Thomas, Jr.
*Walter Thomas, Jr.

Class of 1936

Ernest W. Bemis
George S. Dietrich
Wilbur S. Doe
Edwin A. Hamilton
Robert Mushet

Class of 1937

Roger H. Banner
John R. Cain
*Arthur G. Ellis
Anders S. Hiorth
Fenton Korman

Class of 1938

*William Cookson
*Francis J. Ford
*Nelson Garland
John P. McKenna
*Wendell Slayton
Liba Studley

Class of 1939

Kells M. Boland
*Ralph F. Johnson
Edward C. Lodigiani
*W. A. Montgomery +
*Capt. R. Redmayne
Milton Shaw
Arthur W. Wyman

Class of 1940

*Frederic P. Melzar

Class of 1941

Edward W. Emerson
*Jack Kimberley, Jr.
James C. McCollom
James W. McGrath
Walter F. Popp
*Donald K. Rogers
*Edwin A. Schmidt

Class of 1942

John W. Bailly
Norrie MacPhee
*James J. Murphy

Class of 1943

John P. Bourbeau
*Howard A. Carande
*Walter Folger
*Edward A. Hyder
*Peter Karonis +
*James N. Melanson
*George E. Murphy
Philip Shanley
*John Shea
Vincent Sordillo

Class of 1944

A. J. Arseneault, Jr.
Anthony C. Charwick
*Charles F. Crocker, Jr.
*Nicholas Gusha
Francis P. Leyden
Lawrence A. Murphy

Class of 1945

Walter A. Brown, Jr.
*Samuel A. Cowitz
*Arthur C. Diamond
*Cyril W. Downs, Jr.
Richard Fuller
*George H. Hill
John F. Nicoll
*Paul J. Ryan
Robert J. Ryan
Samuel G. Waugh

Class of 1946

Joseph J. Holland, Jr.
Nicolo Mirabile
Roger Pevear
Robert A. Simon

Class of 1947

Robert F. Collins
*M. J. Crounse
*John A. Culver
Charles M. Dallas
Capt. Lawrence J. Fay
Mark Gibbons
Lewis Gordon
David Graham
Raymond H. Howard
Arthur Kerr
Donald Mansfield
James J. Milne
Capt. E. O. Minkkinen
Bernhard C. Puckhaber
Rev. Henry T. Ronan
Robert Usen
Leonard Wayne
John Westerberg

Class of 1949

Robert P. Blatchford
*Robert D. Carpenter
*Alfred C. Dunk
Robert Isherwood
James F. McAvenia
William E. Soares
E. Strom
Oscar J. Vogel

Class of 1950

Harold W. Coburn +
John E. McCabe

Class of 1951

*Joseph J. Carvalho
*Kenelm N. Collins
*Patrick Henry
Thomas Henry
Howard T. Murphy
Garth B. Scott
*William E. Soares
Robert Viviano

Class of 1952

Allan G. Bagani
John H. Caswell
William F. Fitzpatrick
Richard H. Jackson
Arthur W. Pattee

Class of 1953

*Walter A. Corsano
*Charles Maher
RADM James F. McNulty
*Robert J. Richards
*Harold Wight

Class of 1954
Edward Ferris
*George Hamlin
Horace Harrison
Walter Juodis

Class of 1955
*A. J. Davidson
Brian E. Fitzpatrick
*Capt. James LeBlanc

Class of 1956
*VADM Walter Piotti
Daniel Ward

Class of 1957
Richard J. Boles
David V. Freeman
Kenneth R. Grant
*Donald F. Hogan
*Roy C. Lopaus

Class of 1958
Raymond D. Ayers
*Charles L. Fields

Class of 1959
Robert W. Bastille
Donald E. Kadlac
*David MacKinnon
David Martenson
*Arthur Monson +

Class of 1960
Michael M. Fanning
Robert J. Kimtis
Myles Standish

Class of 1961
Robert E. Bolcome, Jr.
Kenneth J. Brown
Chester R. Hartshorn
*John J. Spero

Class of 1962
Wallace K. Bartlett
James L. Dolan

Class of 1964
*William F. Cass
*Harold L. Coughlin
*William M. Harrison
Albert C. Mahegan

Class of 1965
Robert V. Caia
Ronald T. Carroll
Walter J. Czerny
Denis F. Ford
*Daniel J. Skwyra

Class of 1966
Walter F. Curran
Paul J. Driscoll
Fred W. Green

Class of 1967
Frederick S. Butler
Robert C. O'Brien
Richard P. Toomey

Class of 1968
*John W. Canty
David E. Carriere
*Frederick D. Judge
Edward A. Tonello

Class of 1969
*James P. Crane
David A. Johnson
*William G. Moir

Class of 1970
Ronald B. Kelly
Ernest P. Skoropowski
Peter D. Vaz

Class of 1971
MAJ Gerald S. Dalzell
*Glenn R. Loomis

Class of 1972
John Fitzpatrick
*William J. Morani
Benton H. Story

Class of 1974
Richard J. Bowen +
David H. Greer
Warren T. Jones
Mark V. O'Donnell
*Mark H. Rupprecht
*James F. Seipel

Class of 1975
*William F. Foley
*Eugene F. Kelly +
*David Lacasse +
Carl Olderich
Albert M. Scara
James P. Tassinari

Class of 1976
*Joseph A. Fleming
*Richard W. Jacks
*Glenn F. McCullough
*Thomas F. Mooney +

Class of 1977
*Ronald P. Ambrifi
Neil J. Bateson
Michael Caron
Kirk M. Lyons
Michael J. Lynch
*Michael F. Macedo
*Bruce E. Minnette
Paul R. Poirier
Lawrence P. Ritter
Joseph A. Saia
Stephen J. Scatterday
Hugh C. Umsted

Class of 1978
Brian D. Ahern
David J. Belliveau
David G. Chartier
John W. Clifford
Brian R. Collagan
Charles F. Deroo +
George A. Finn
Steven W. Gatcomb
Daniel H. Kelley +
Robert J. Lebrun
Michael J. McGrath
*Andrew H. Munter
Marc A. Palombo
*Charles F. Rowe III
George L. Woods III

Class of 1979
*John Barilaro
Robert S. Brown
*Gary A. Damiecki
Fred S. DeLucca
Paul Devoe
Patrick O. Dunphy
Richard S. Kendall II +
Lawrence M. Morrison
Brian G. O'Loughlin
Daniel M. Parr
*Paul M. Rochford
*Paul J. Scordato
Roger W. Turner
Randall Verderame
*Samuel D. White

Class of 1980
Mark Alexander
Stephen M. Bean
Richard Blackman, Jr.
Thomas A. Civiello
Kevin G. Fraser
Michael S. Hamrin
Joseph A. Keefe
Walter K. King
*John W. O'Brien, Jr.
James E. O'Connell
Michael O'Leary
Anthony Page
*Chris Roller
Ronald E. Swanson
John R. Taylor
*John C. Tronti

Class of 1981
Keith Brais
Gerald A. Canducci
Stephen Corbett
Paul J. Coughlin
*Philip T. Cronin
*Vincent A. DeMaio
Peter J. Grealy
Barbara D. Hayes
Richard A. Hurd, Jr.
Michael G. Kelly
Peter J. Manzoni
Angel L. Montanez, Jr.
Arthur P. Morse
Andrew Packer
Christopher D. Petry
Alan S. Pickering
*Jane T. Pietrowski
*Michael J. Quinn
Peter J. Rochford
*George E. Schaab
John A. Sutton

Class of 1982
Stanley C. Bonk +
William M. Bourbon
Richard J. Bowen +
*Roland Brouillard +
Stephen M. Brown
*James M. Cabucio
Mark C. Coggins
Mark D. Cronar
Keith H. Culver
*Marilyn E. Damiecki
Ricardo A. Fernandez
Robert J. Gallagher
*John J. Hendy
*William E. Homeyer
Francis V. Johnson
Michael G. Keogh
*Paul F. Letsche
Martin J. McCabe
*Charles L. Myette, Jr.
Michael P. O'Neill
Howard Person
*Richard A. Rollins
Thomas Scordato
*Bradley K. Smith
Edmund J. Winslow III

Class of 1983
*James M. Aylward
David J. Brown
Samuel A. Dibari
Scott J. Ferguson
Donald P. Fitzgerald III
Gregory A. Goolishian, Jr.
Steven M. Hanewich
LT Thomas K. Kisiel
Glenn A. MacKinlay
John R. McConville
Thomas F. McElhinney
Joseph L. Sullivan
Daniel V. Todesca

Class of 1984
Howard Chadwick +
Paul O. Freeman
*Dennis G. Gleavy
Kenneth R. Grant
Gregory A. Green
Andrew W. Hayden
Thomas P. Killilea +
*Joseph Klempa +
John F. Norton
John E. Ohrenberger
Scott A. Sargent
Stephen E. Sheey
John M. Waselchuck

Class of 1985
William Alpine, Jr.
Roger C. Arnold
Clare S. Bishop
Gregory J. Cordeiro
Maureen E. Crawford
Peter J. Espindola
Gregg H. Farmer
Scott A. Farnham
James P. Foley
Harold S. Gooding IV
Martin C. Haire
Jerome F. Hamel
*Eugene H. Morrow, Jr.
Matthew A. Palmer
Peter J. Parise
Andrew D. Rocheford
David M. Saluto
*Michael J. Slaven
Gilbert J. Stevens
Michael J. Walsh
Brian K. Warne
*Richard H. Wilson

Class of 1986
Joseph A. Albani
*Victor P. Andreozzi
Paul T. Camirand
Jonathan A. Conway
Christopher M. Deely
Joseph B. Donahue
Glenn E. Dunham
*David S. Ellis
Robert K. Fanning
John W. Hanlon
*Charles W. Hays
Brian P. Kingston
*Liam P. Monaghan +
Leon W. Plummer
Carl A. Pottey
*Sandra A. Samaras
David H. Sargent

Class of 1987
Robert G. Carver
Philip A. Chisholm
Philip E. Civiello
Scott E. Corsano
James E. Hilton
Gary L. Lombardi
Kenneth D. Luechauer
Maureen J. McCarthy
Vincent Morello
Edward F. O'Brien
John P. Peacock
Michael Phenix
Kevin R. Poyant
Jeffrey J. Richards
Christopher P. Sweeney
David E. Wharton

Class of 1988
Joseph P. Wioncek

All in the Family

It is no secret that some American families are drawn into special relationships with certain colleges and universities. MMA is no exception. Two such family stories follow:

The Hendy Family of Sandwich. The patriarch of the "Hendy Dynasty" is William Hendy, Sr. (87) who entered the then Massachusetts Nautical School at age 16 and graduated in 1920. He sailed with the merchant marine, Navy, and Coast Guard. He is a charter member and organizer of the Academy's Alumni Association and was honored in 1986 with an honorary doctorate. His son, William R. Hendy, Jr. (57) graduated in 1952. Like his father, he sailed on his engineer's license. He taught at Boston's Wentworth Institute before returning to his alma mater to teach and to work his way up from instructor to full professor. He served twice (each a year's term) as acting president of MMA. Commodore Hendy is currently Executive Vice President.

History was made on June 27, 1981, when William Hendy III walked the platform for his diploma and marked the first third-generation graduation at MMA. He went to sea with his father's former company and is now, at age 33, a reactor operator with the Pilgrim Nuclear Plant in Plymouth. Married with two children, he preserves the family tradition of living in Sandwich.

The story gets better. William III's brothers, John and Thomas, graduated from the Academy in 1982, bringing the family total to five, and all five graduated as engineers. John, 31, like father and brother, sailed with American Trading and Transportation Company before (you guessed it) becoming an operator at Pilgrim. He and his wife live in Sandwich. Tom, 30 and single, sailed briefly with ARCO before joining Stone & Webster's Nuclear Quality Assurance Program. He is now a Quality Assurance Engineer with Long Island Power at their nuclear plant in Shoreham, NY.

The fourth generation is growing up in Sandwich. Heather, who saw her father William III graduate, is now seven and Samantha is five. Will they join the increasing numbers of women who go down to the sea in ships? Will one of them, or both, or an unborn Hendy walk the graduation platform in Buzzards Bay as early as the year 2003 and raise the record of three generations to four?

The Hendy's (left to right): William R. Hendy, III; John J. Hendy; William Rodney Hendy, Sr.; William R. Hendy, Jr.; and Thomas L. Hendy on the occasion of the 1986 doctoral degree.

The elder Coughlin brothers (left to right in civvies), Kevin '84, Paul J. '81, Michael '82, and John '86 gave kid brother Robert (Class of '91) a strong send-off on campus last year.

The Coughlin Family of Dedham. Back in 1951, Paul P. Coughlin of Dedham wanted in the worst way to attend Massachusetts Maritime Academy. But, in those days, the U.S. Navy had the last word on physical entrance requirements and said "No — colorblind." So Paul attended B.U. instead, served in the army, married Mary, and set out to make his way as a "landlubber." He had a long and successful career with New England Telephone, and he and Mary raised six boys.

Five of those six sons would attend the college of their father's dream — MMA. They would all become engineers. Two Coughlins were to become trustees of Mass. Maritime.

The eldest, Paul, graduated in 1981. He works for MDM Engineering Corporation of San Clemente, CA, and is now assigned to duties at the Pilgrim Nuclear Plant in Plymouth. He is 29 and lives in Plymouth.

Michael, 28, graduated a year after Paul and makes Dedham home. Michael has been shipping continuously since graduation with MSC, mostly in the Atlantic and Mediterranean. He is sailing as second engineer but has earned his chief's license.

Kevin, 26, graduated in '84 and lives in Dedham. He shipped four years, first with Global Marine and later with AMSEA. He recently took a position with the Massachusetts Water Resources Authority.

John, 24, graduated two years later. After sailing briefly with MSC, he became a power plant shift supervisor for one of Boston's new skyscrapers. He, too, lives in Dedham. As we went to press, all six sons were still single, but John is taking the marital plunge this

continued on page 26.

★ CLASS NOTES ★

1922

KENNETH C. MAYO, retired, lives in Fort Myers, FL.

1928

ERLE BRIZARD, Salem, NC, has been retired for 18 years. He says that he did not go to sea and had miscellaneous jobs. He was a bond salesman during the 1929 Crash. Later, he was with Firestone Tires, retiring as Regional Manager, then Sales Manager of the Plastic Division.

MARIO L. GUIDETTE, retired, residing in Livingston, NJ, is pictured here with Captain Alan McNaughton '49.

1929

JOHN P. HABERLIN is enjoying retirement at his home in Walpole.

patrol craft in both the Atlantic and Pacific. He earned an aeronautical engineering degree at Auburn. After the war, he became a jet propulsion engineer and worked on the staff of Werner von Braun and spent years developing missiles and rockets. He has 5300 hours as a private pilot, is in the Boxing Hall of Fame, and is listed in *Who's Who In Aviation and Aerospace*. Now he is President of Hydro Energy Systems Company, Glendale, where he holds a patent on an invention called the Electrolysis Fuel Supplementation Apparatus. Tests of the prototype by an independent automotive test facility certified that the invention achieves an 85% increase in gasoline mileage. Arthur plans to develop and market

HAROLD F. GEORGE, Barnstable, retired as Chief Engineer. His last 5 years of shipping was abaord the *Golden Endeavor* with Apex Marine Corporation.

CAPTAIN MILTON SHAW has moved from Boston to his "snug harbor" in York, Maine. He writes that he enjoys our magazine.

ARTHUR R. WYMAN, North Fort Myers, FL, writes that he visited with Harold ('39) and Florence George last summer and Dick ('39) and Trude Redmayne and Frank ('39) and Doris Gilmartin this past winter. He hopes to make the west coast meeting of the Florida Chapter this fall.

Mario Guidette '28 (left)

Charles Dayton '36

Charles Paul '37

1931

WARREN EVANS CASE, Tucson, AZ, retired as Chief Engineer.

1936

CHARLES J. DAYTON, Sun City, AZ, reports that he is "still alive, kicking, and enjoying retirement in beautiful Arizona."

1937

CHARLES PAUL, retired, is living in Methuen.

1938

WILLIAM COOKSON of South Miami, FL, recently participated (together with George Davis '42) in a campus reception and lunch in honor of Admiral Elmo Zumwalt, the former CNO.

1939

ARTHUR R. (ROMANOS) ANDREWS resides and works in Glendale, CA. During WWII, he commanded Navy subchasers and

the invention. His marriage to former high fashion model Jeraldine Saunders has proved to be every bit as interesting as his own pursuits, perhaps even more so. She has published seven books, is a newspaper columnist, a frequent guest on TV and radio talk shows, and lectures worldwide. She authored *The Love Boats*, the basis of the famous ABC television series, "Love Boat." The lead character of "Love Boat," Julie McCoy, is based on Ms. Jeraldine Saunders herself, having been a cruise director before becoming a best selling author. The TV series stimulated the cruise industry 2,000%. The Los Angeles *Times* calls her "the Love Boat Lady." She is now doing two more books and is engaged in the production of a feature film from a trilogy of her historical novels: "Legacy of Love." Arthur collaborates with Jeraldine Saunders Productions, even to the point of writing poetry that is included in his wife's books.

1941

ODBER R. McLEAN, JR. of Osterville, former master with Delta, is now retired. His father-in-law Francis Ouimet, the famous golfer, was recently honored by the U.S. Postal Service with a commemorative 25-cent postage stamp (pictured). Ouimet won many major cups in America and England including the 1913 U.S. Open. Classmates will remember Barbara Ouimet McLean who dated Odber as a cadet. According to a classmate, Odber was "the first in the class to get married and the longest to stay at sea."

1942

GEORGE A. DAVIS, East Orleans, has retired as President/Owner of Plymouth Marine, Inc. in Plymouth, MA. He spends his summers on Cape Cod and winters in Florida.

ANDREW E. GIBSON has accepted an appointment at the U.S. Naval War College, Newport, RI, to occupy the Emory S. Land

Chair of Merchant Marine Affairs. Most interestingly, he funded the establishment of the Chair in 1970. Still Chairman of American Automar, Inc., he commutes to his home in Short Hills, NJ.

ANTHONY L'ESPERANCE, Warwick, RI, has been with Allendale Insurance Company and is now retired.

BERTRAM (LESSOFF) LESLIE has been very active in helping to locate "lost persons." He entered the Army Mine Planting Service during WWII, an Army seagoing unit. He later commanded an infantry unit and a battalion in the horse cavalry and retired from the Army in 1962. After reading about all the sea careers of MMA alumni in "Class Notes," he says he feels like a "renegade." He is now President of LNK Engineering, Inc., an engineering consulting firm on electronic warfare systems in El Paso, Texas.

1943

PETER KARONIS, HCR 68, Box 34, Cushing, ME 04563, retired from the Navy as Commander. He's interested in knowing how many classmates would like to have a reunion on Cape Cod.

Arthur Andrews '39 and wife Jeraldine Saunders

historical interest to the Academy. [*Have you such a box in the attic?* Ed.]

ROBERT T. ROSS is living with his wife Viola in Danville, VA. They were married immediately after Robert's graduation from MMA.

ROBERT J. RYAN, North Plainfield, NJ, is a Safety Engineer with the Veterans Administration.

CAPTAIN JOHN A. SMITH, USN (Ret.), Centerville, retired this past May as Vice President and Senior Construction Manager from Stone & Webster Engineering Corp. in Boston. He had previously retired as Captain from a full naval career. Prior to entering the Navy, he sailed as engineer in the maritime service. He enjoys retired life on Cape Cod.

1946

JOSEPH J. HOLLAND, Rockland, MA, went to sea for 4 years after graduation. Then, after 34 years of shipyard work, he joined General Dynamics Electric Boat in Quonset Park, RI, as Senior Facilities Project Engineer. Joe spends his spare time working on the restoration of his 200-year-old house and enjoying Boston Harbor in his 18'Larson boat.

See Odber McLean '41

LAWRENCE G. PETERSON has moved from Oceano, CA, to Ocean Shores, WA. He writes that *MMM* "brings back a lot of wonderful memories."

1950

THOMAS F. NICHOLSON resides in McLean, VA.

JAMES D. WICKWIRE is retired and living in Walpole.

1951

DAVID A. DODGE, Keene, NH, retired from American Trading Transportation Co., Inc. after 28 years and is now President of Underwater Sports of NH. David says "We are a five-star PADI store and have the lowest prices in New England — and No Taxes!"

1952

NATHAN C. HOLWAY. Searching for "lost" alumni produces some strange results. It was reported to *MMM* that Nathan Holway had passed away, and so it was mentioned in our last issue. But Mr. Holway visited the *Patriot State* in Port Everglades during the recent training cruise, very much alive, well, and enjoying his retirement from the Navy in Port Orange, FL. He visits his son Nathan '77 and his family in Connecticut and other relatives in the north about three times a year. Glad to have you back, Nathan!

Elwell Perry '45 (in 1944)

1944

ANTHONY C. CHARWICK, New Castle, DE, retired this May from American Bureau of Shipping. He was Assistant Principal Surveyor for the Mediterranean area with ABS for 31 years. He sailed as Chief Engineer with Universe Tank Ships as well as others.

1945

CHARLES KELLEY, Malden is a self-employed attorney. After MMA, he attended Boston College and BC Law School, practicing law in Malden since 1955. Charles was with the USN in Korea and the Brooklyn Navy Yard.

ELWELL PERRY of North Fort Myers, FL, was "cleaning out the attic" in his Massachusetts home this past summer and came across his Academy days' memorabilia: diploma, photos, scrap books, logs, exams and notes, news clippings, uniforms, etc. He generously donated a large number of valuable items of

NICOLO MIRABILE, Waltham, writes that his daughter Tina was bridesmaid for her college classmate who married Steve, son of Joe Dederian '46. It was a great reunion for Nick & Joe who hadn't seen each other since 1946.

1947

DR. NORMAN CLEVELAND, Dover, has his own dental practice.

CHARLES M. DALLAS, Bellmore, Long Island, NY, is employed by the Maritime Administration, Department of Transportation, in New York as Ship Operations Officer.

ARTHUR KERR and family are living on a 47-acre farm in Howes Cave, NY. Arthur's son and daughter-in-law take care of "Cavern View," a bed & breakfast business and antique shop on their farm. Arthur and Trudy take care of the farm and have almost completed their new house next door. Arthur is ministering in various churches in New York State.

1953

CAPTAIN NORRIS MARSTON, Taunton, is with Delta Airlines as a flying captain on 767's. "Two more years, and we will have child No. 8 through college. I look forward to seeing my classmates at that point when we can come up for air."

REAR ADMIRAL JAMES McNULTY, on campus for the August alumni picnic, had to put up with "charges" by fellow alumni that he had returned to Buzzards Bay to recruit cream-of-the-crop students for Great Lakes Maritime Academy in Michigan where he is Superintendent.

ROBERT J. RICHARDS is a Marine Surveyor for Soucy-St. George & Company in Jacksonville, FL.

CAPTAIN ROBERT SLATTERY, North Easton, is Vice President with Reebok International — "From Ships to Shoes!"

HAROLD E. WIGHT, Wellesley hills, is President of the C. R. Swaney Company.

1954

FRANCIS J. BURGER is Aegis Program Manager with Ingalls Shipbuilding in Ocean Springs, MS. He says he's still building Aegis cruisers with 10 down and 9 to go and with 40 destroyers on the hook.

GEORGE A. HAMLIN works as Assistant Engineer C/E for Washington State Ferries in Oak Harbor, Washington. He is looking forward to next year's reunion and wonders about his status in Dad's Black Book.

HORACE HARRISON, Satellite Beach, FL, is Project Engineer with Rockwell International at Kennedy Space Center and is very busy preparing the space shuttle for its launch.

WALTER JUODIS, Raleigh, LA, is President and CEO with American Manufacturing Co., Inc. in Lafayette, LA.

1963

CAPTAIN WILLIAM BARALDI, Metairie, LA, is Vice President, Sales with Boland Marine and Manufacturing Co., Inc. Bill is President of the New Orleans, LA, MMA Alumni Chapter and is active in Naval Reserve.

PAUL L. KENNY, an attorney in Medford, has assisted by locating all but 4 members of his graduating class.

1964

WILLIAM M. HARRISON, Metairie, LA, is employed by Waterman SS Corporation, New Orleans, as Marine Superintendent. He writes, "I still employ Bill '68 and David Janes '77 as Chief Engineers on the LASH vessels *Stonewall Jackson* and *Sam Houston* respectively. Both men were well trained at MMA. I lunched with Felix Childs '52 of APL in Oakland, CA, recently. Grads are all over and well placed."

DANIEL E. TICHON, Mattapoisett, is President of Tichon Seafood Corporation in New Bedford.

that there are several MMA graduates at SEMASS's waste-to-energy plant under construction in Rochester. They are looking for the number to grow in the future.

1968

JEFFREY ADLER of Marston Mills is employed by On-Cape Lithographers, Inc. of Hyannis, a firm that often prints this magazine.

JOHN W. CANTY resides in Weymouth.

FREDERICK D. JUDGE, Saugus, is employed by Lykes Brothers as Chief Engineer.

THOMAS C. KING lives in Lochmere, NH, and is self employed and calls himself "Boss, Prez, etc." Tom reports that he will make the Bumperhead Memorial Apathy Cruise to Bermuda for recognition of 20 years of survival post *Bay State* internment. "It should be a great time. I'm sure Elbo Beach Club is waiting with open arms (the 50mm kind)."

1971

WILLIAM A. GOULD, West Milford, NJ, is

John D. Manning '67

William Ghelli '74 and family

Erik Nelson '77

1957

DONALD J. PUTIGNANO, Brockton, is Owner/Manager of the Avon Towne House in Avon, MA.

1958

RONALD G. SALLEY, Flagler Beach, FL, is Chief Engineer for Central Gulf Lines.

1959

JOHN EDSON works as Plant Engineer for Ferro Corporation in Norwalk, CT.

JOSEPH SAPONARO, Winchester, is President and CEO with Intermetrics.

1961

KENNETH J. BROWN is a consultant with Management Analysis Company of Kennesaw, GA.

1962

WALLACE K. BARTLETT, Horseheads, NY, is Sales Manager, Telecommunications, Optical Fiber for Corning Glass Works.

1965

WALTER J. CZERNY resides in Chatham, NJ.

1966

PETER H. MAITLAND, Salem, is a self-employed contractor and still ships out.

1967

JOHN D. MANNING, Norwell, was recently appointed Senior Vice President at Camp Dresser & McKee, Inc. (CDM) in Boston. After MMA, he earned an MBA at Suffolk University. CDM, one of the largest environmental consulting firms with offices throughout the U.S. and overseas, provides professional engineering, scientific, and management services to public and private clients in the environmental field.

ROBERT C. O'BRIEN, Randolph, is Shift Supervisor at SEMASS Operations. He reports

sailing as Captain with Cove Shipping. He and his wife expected their second child in July.

1974

WILLIAM GHELLI and Sandy of Lancaster, NH, are pictured here with Kate, Tim, Tom, and Nathan.

1975

EUGENE F. KELLY, Norwell, is self-employed with Judith Anne Charters. He retired from sailing deep sea to own and operate his own charter fishing service. He and his wife have two children, Lauren (8) and Patrick (1). He would love to hear from his classmates.

ALBERT M. SCARA, Wall Township, NJ, is Third Mate with Arco Marine, Inc.

1976

THOMAS D. DONAHUE, Lynn, is married and has two sons. Tom retired from MEBA

Union in 1982, became a boiler turbine operator with Salem Harbor Power Station until '84; was building superintendent with Mass. Electric Co. till '87; and is now the commercial representative with Mass. Electric Company.

1977

WAYNE FELLOWS lives with his wife Ellen and four children in Mill Creek, Washington. He is Manager, Ocean Marine Department, Fireman's Fund Insurance Companies. He reports that activity is picking up in the fishing fleets of the northwest, particularly large factory trawlers: opportunities for MMA grads.

ERIK R. NELSON is living in Hanover, ME, and is in the construction/contracting busines.

1978

BRIAN R. COLLAGAN, Center Harbor, NH, is sailing as First Engineer for Maritime Overseas Corporation from Texas to Chiriqui Grande, Panama on the *Overseas New York*. He just built a new house in Holderness, NH and recently went to a ball game with Paul Desmond '78, Matt Flaherty '78, and Terry Egan '78.

CHARLES F. ROWE, Fall River, is Piping Engineer for Badger Engineering.

STEVEN W. KANCHUGA, Wakefield, is working with American President Lines.

1979

RONALD L. SCHMITZ, Milford, CT, works in the insurance industry for Craig M. Ferguson and Co., Inc. of Stamford, CT. He and his wife Mary have 2 children, Michael and Kathleen.

1980

STEPHEN M. BEAN, Madison, NH, is at sea as First Assistant Engineer with Woods Hole Oceanographic Institution.

MICHAEL D. CLARK, North Weymouth, is employed by MSC as First Assistant Engineer.

MICHAEL J. CUNNINGHAM lives in Lynn.

JOHN TRONTI married Susan in November '87, lives in Tiverton, RI, and works in Newport at Port Engineer for the FF-1052 class Navy frigates homeported there. "Have a great team of port engineers here with Mike McGaw '79 and Tom Ellis '77.

1981

GERALD A. CANDUCCI, Brockton, is employed by Sedco-Forex-Schlumberger as a drilling engineer.

WILLIAM W. CROCKAN and wife Trish of Braintree now are busy raising twins Nicole and Shannon, a year and a half old. Bill is a commercial real estate broker for East Coast Industrial Realty. Trish works for Bank of Boston.

WILLIAM P. HAFFERTY, Sandwich, is working with Exxon Shipping Company as Second Assistant Engineer. He, Carol, and little Bill (1) send greetings.

JOHN B. MacDONALD, Milton, is barge superintendent for Sedco-Forex.

1982

WILLIAM E. HOMEYER, JR., Winthrop, is HVAC Engineer for MIT. "Adam V. '82 and Jim G. '82 — give me a ring. It's in the book."

MICHAEL KEOGH, before going ashore with the Pilgrim Nuclear Plant, was featured in an article as 2/A Engineer with MEBA 2. The photo was taken from the District 2 MEBA-AMO monthly newspaper.

PETER LEDIG, Pelham, NH, is now sailing as Master of one of the largest self-propelled drill ships for ODECO.

ROBERT G. McCARRICK, Fairhaven, is Second Mate for MEBA, District #2. He announces that his wonderful wife Jane and he have "Junior" on the way.

RICHARD J. McENTEE of Lynn has entered the Roman Catholic priesthood. He attended St. John's Seminary. His deacon assignment was served at St. Joseph Parish in Wakefield. Father McEntee offered his first mass in Our Lady of the Assumption Church, Lynnfield, on June 26.

William Crockan '81 and family

Michael Keogh '82

Richard McEntee '82

ANDREW PACKER, Centerville, sails as Master for Nicor Marine in New Orleans, LA.

CHRISTOPHER D. PETRY, Vienna, VA, is Property Manager for The Watkins Company of Reston. He sends word to all his friends that he became engaged to a lovely lady on February 2, 1988, and he expected a few members of the Zippy Fan Club to be at his wedding in April.

LT. JOHN F. WOODS is a Navy pilot instructor at Naval Air Station, Corpus Christi, TX. He is marrying another Navy lieutenant pilot, Karen Ann Mason. John flew P3C "Orions" out of Brunswick, ME, and graduated first in his class at the Naval Postgraduate School in Monterey, Ca, where he studied air safety.

DAVID W. MUIR, Folly Beach, SC, is sailing as Chief Mate aboard the USNS *Vega*, a resupply ship based in Charleston, NC. He is employed by the Military Sealift Command and now has his Master's Unlimited U.S. Coast Guard License.

CHARLES L. MYETTE teaches math and computers at Christopher Columbus High School in Revere. He and Silvana announce the arrival of their first child, Steven Charles, born April 16 and weighing in at 10 lbs. 10 ozs.

RICHARD A. ROLLINS, Wakefield, is employed by Marine Systems Corporation as Senior Engineer.

1983

TIMOTHY A. DELONG, a Third Mate/AB with Sun Oil, is married to **LAUREL M.**

BUMPUS '83. The Delongs are the proud parents of a baby boy and live in Centerville. Laurel has worked for Cape Cod Yacht Sales of Quincy.

1984

JOHN F. CAUNTER, JR., Marblehead, is sailing as Third Engineer/Oiler with Sun Oil.

MICHAEL A. PESZKE is a Captain and resides in Glastonbury, CT. He says, "Go, Buc's."

1985

DAWN M. DINEEN, until recently of Charlestown and a quality control engineer at Seabrook Station, has become Mrs. Christopher Tomasini '86 [*See below.*]

TIMOTHY R. NESBITT, Beverly, is sailing as Third Assistant Engineer with Military Sealift Command. After 15 months in the Mediterranean, he got off in December. "What fun! Sitting for 2nd's in May. F.F.L. in June. Call me! We'll have lunch."

MATTHEW A. PALMER, Milton, is working for Hollingsworth & Vose Company as Project Engineer. He recently received his 2/A Engineer's license.

Glen Dunham '86

PETER J. PARISE, Cambridge, is sailing as Third Mate for Crowley Caribbean Transportation.

ANDREW D. ROCHEFORD, Clementon, NJ, is employed by NAVSSES as a mechanical engineer.

MICHAEL J. WALSH, South Boston, is a mechanical engineer with Mass. Water Resources Authority.

1986

HOLLY M. BUMPUS has married David E. Wharton '87.

GLEN DUNHAM sails for Sabine and calls Southington, CT, home.

ROBERT K. FANNING, Seabrook, NH, is a test engineer with Marine Systems Corp. of South Boston.

KEVIN C. FISK, Seekonk, is at sea as 3/A Engineer with Woods Hole Oceanographic Institution.

MICHAEL J. GRETKOWSKI, Burlington, VT, is employed by Marine Transport Lines as Third Mate.

RUSSELL D. HANSEN is a mechanical engineer in senior management for Con Edison of New York. Russell lives in Croton Falls, NY.

THOMAS F. HART, Lawrence, is a 3/A Engineer with Texaco.

ROBERT M. LEWIS, East Falmouth, is a Navy ensign. [*See Campus News section.*]

LEON W. PLUMER, Newbury, is employed by New England Aquarium as a mechanical systems operator.

CHRISTOPHER TOMASINI has married Dawn M. Dineen '85. They now share an address in Dorchester. He is with Boston Fuel Transport as a Third Engineer.

Russell Hansen '86 and wife

Jack Girnius '88 (right)

MATTHEW E. WOODS, Chelmsford, has his own construction business and works out of Salem, NH. He is the brother of John Woods '81.

1987

ENSIGN ROBERT G. CARVER, Norwood, is serving as a Navy gunnery officer aboard the nuclear guided missle cruiser USS *Mississippi*, homeported in Norfolk, VA.

PHILIP E. CIVIELLO, Salem, is working for Massachusetts Water Resources Authority.

MAUREEN M. CONNOLLY, Williamsville, NY, is sailing as AB with Exxon Shipping Company.

KENNETH D. LUECHAUER, Centerville, is employed by Exxon Shipping Company.

VINCENT MORELLO, West Medford, is working as a diesel power plant operator for Massachusetts Water Resources Authority.

CHRISTOPHER REMMES, Houston, TX, visited the campus this summer for the alumni get-together in August.

JEFFREY J. RICHARDS, Middletown, RI, is an ensign in the U.S. Navy. He reports that classmate, Jack Booth, is also a Navy ensign in San Diego, CA.

DAVID E. WHARTON and Holly M. Bumpus Wharton '86 have tied the knot.

1988

JACK GIRNIUS, Old Saybrook, CT, was commissioned as a second lieutenant, USMC in September aboard USS *Constitution* in Boston Harbor. He is pictured here being sworn by Commandant of Cadets Rick Gurnon. He is now in Basic School, Quantico, VA, and will then proceed to Pensacola, FL, for the naval aviation training program. Jack was the Regimental Commander at MMA.

★ ★ ★ ★ ★

All in the Family

Continued from page 21.

coming spring.

In 1985, Paul Coughlin (the "patriarch") was appointed a trustee of MMA by Governor Dukakis —" . . . the next best thing to being a graduate" — and now meets monthly in Buzzards Bay with the other ten trustees.

Third Class Cadet Robert, the youngest, is currently at the Academy, a member of the Centennial Class, the Class of 1991. At the end of his freshman year, he was elected by the student body (cadet regiment) as the student trustee for 1988-1989, the first sophomore to be a trustee and the youngest trustee ever. Previously, all student trustees have been upper classmen.

What happened to the other of the six sons? He is James, 23. On graduation from high school, he decided that the uniformed life was not for him. He attended UMass Amherst instead. But then an interesting thing happened: he became a Massachusetts State Trooper. He will probably wear the uniform more than all the rest of his family put together!

Robert's graduation in 1991 will bring the family's MMA total to five — all brothers and certainly a family record that should stand for quite a long time.

TRACING LOST PERSONS

In the last three issues, we printed the names of over 1,600 missing alumni. You have responded like radio's great Mr. Keene, Tracer of Lost Persons. We are now down to 900-some missing persons, and our alumni readership has increased by leaps and bounds. Our thanks go out to many of you who responded. One alumnus located twenty-five. With fewer "missing" now and with more to help locate them, we will try again. More than half the missing are from the 1930's and 1940's. Write, call, or use the convenient postpaid card or envelope enclosed.

1930's

1930 — Stanley D. Alger, Alan R. Bellhouse, James D. C. Bergin, Harry J. Best, Jr., William E. Brown, Jr., Paul W. Buliung, Maurice P. Casey, Carleton W. Crocker, Jr., George N. Davies, Charles A. Davis, Jr., Russell Dickinson, Alison M. Ellis, George B. Entwhistle, Wilfrid J. Garner, Jr., Melvin F. Healy, Joseph P. Ingram, CAPT. Charles A. Kacocha, Alfred E. Knapton, Austin W. Lunt, Leithwood L. MacLean, Peter R. Maziarz, Everett L. Morgan, Frederick R. Noyes, Kenneth S. Roscoe, Roy I. Ross, Daniel A. Sheehan, James W. Shepherd, George W. Sherman, John E. Sholes, Donald R. Small, Robert B. Smith, Robert E. Whalley, Gilbert J. Whitehead, Ernest Williams, Arthur G. Wood.

1931 — Paul J. Allman, Kenneth B. Balch, Thaddeus A. Banach, Anthony J. Barkowsky, Ralph L. Barry, William F. Bentley, Hilary J. Berry, Paul L. Berry, Walter J. Bienia, Edward B. Burrage, John O. Bushey, Daniel F. Callaghan, Stanley W. Cederberg, Alden R. Chambers, William S. Charlton, William G. Driscoll, Raymond R. Freeman, Jr., Everett E. Holt, Richard W. Irving, Warren E. Jarman, Alwin C. Jones, Paul J. Kenney, Robert T. Kiely, Herbert W. Knowlton, John S. Little, Clifford G. McKeon, Joseph H. Mundy, Adelbert G. Munro, Nels P. Nelson, George F. J. Peck, William R. Pendergast, Leroy F. Phipps, George W. Playdon, Bailey Poor, Eugene C. Raymond, Robert L. Rowe, Walter L. Scott, Robert B. Shockley, James L. Sullivan, Stanley A. Thombs, Gordon P. Whitney

1932 — Leo T. Atkinson, Wilbur A. Bey, Robert J. Bowen, John J. Brozek, Clarence H. Campbell, Normand R. Charette, Kenneth H. Clark, Thomas E. Cowell, Warren B. Foote, Robert K. Forsey, William H. Ingram, Chesley W. Lumbert, Neil MacDonald, James MacDonald, Jr., Edward R. McGowan, Ernest M. Melbye, William R. Montgomery, Thomas A. Neil, William B. Paterson, Richard C. Root, Emile Rosol, James R. Ross, Norman H. Shepard, Raymond C. Smith, Stuart H. Taggart, William R. Uebel, William Weir

1933 — Russell W. Anderson, Vittorio P. Bellucci, Martin D. Berg, Martin J. Costello, Arthur R. Currier, Aurelio A. C. F. DaSilva, Richard R. Davis, Vincent E. Dougherty, William R. Elms, Richard D. Evans, Jr., Thomas P. Farrell, Kermit W. J. Fogg, James F. Gafney, Ralph E. Gervais, Newell J. Gilman, Joseph D. Healy, William D. Hemeon, William C. Jakeman, Arthur J. Joyce, Martin D. Keefe, Jr., Kenneth G. Knox, William H. Lamb, Arthur W. Lapine, Frederick A. Macher, Victor B. Magnuson, Philip W. Mallard, Christopher J. McGrath, Jr., Carl M. Molitor, John A. Nichols, Reginald F. Pinto, Donald L. Quick, Phillip A. Rollings, Joseph E. Rush, Gordon W. Small, George D. Smith, Douglas B. Stott, Joseph F. Sullivan, Francis H. Sylvester, Reynold A. Taylor, Paul D. Wade, Leonard S. Waite, Arthur J. Wallace, Jr., Paul F. Weissbrod, William W. Wood, Frank A. Young

1934 — Norman W. Arnold, Richard E. Berger, Francis R. Brodbine, Jr., Eric B. DeMille, Victor S. Dingle, Thomas D. Donovan, Stephen J. Dranka, John M. Foley, Olavi Helin, Arthur C. Hillner, John H. Holden, Charles R. Howell, Thomas A. Jagling, James M. Johnston, Charles E. McCray, Jr., Stanley T. Packlick, George H. Peirce, Henry G. Pond, John A. Swiniarski, George E. Talbot, Jr., Paul Waihela

1935 — Harold E. Brooks, William F. Fick, Willard D. Hoyt, Charles E. Lewis, William E. Martel, Chester L. Mifflin, Edmund F. Moran, Jr., Ralph W. Nichols, John E. Olsen, Richard T. Spear, Richard J. White, Jr., Elisha F. Winslow, Jr.

1936 — John W. Anderson, Daniel W. Brown, Jr., Forbes O. Bryce, Edwin F. Call, Richard B. Collins, Martial P. Corriveau, Walter K. Davies, James J. Dawson, George S. Dietrich, Chester Forsythe, John H. Gallagher, Howard B. Jackson, Anthony Kudlay, Gordon B. Milner, Edward Novak, Andrew B. Potter, Jr., Frank R. Richmond, Edward F. Serafin, Wilson I. Shockley, Harold L. Sholes, Stanley M. Staples, John L. Sullivan, Charles H. Swimm, Owen E. Thompson, Joseph F. Wickham

1937 — Walter E. Beatteay, Gustav B. Carlson, John Clayton, David L. Costello, Edwin B. Dexter, James A. Donnelly, John R. Edmands, John A. Elder, George S. Guild, Robert W. Hallett, Holland M. Hathaway, Willis M. Hayden, Jr., Joseph Herlich, Martin B. Hurwitch, Clifton S. Kuechler, Karl J. Larsen, Lawrence N. Larsen, Peter W. Larsen, Francis A. Litchfield, Nathan W. Littlefield, James F. Moore, Carl J. Nath, William W. Perkins, Roy B. Reed, Jr., Walter Rowlands II, Leon A. Uzdavinis, Stanley B. Zylinsky

1938 — Wendell E. Bent, Edwin S. Borden, Ralph H. Cooper, John L. Dumoulin, Roger B. Gilman, Elijah H. Howe, Roy E. Luken, Douglas S. McLeod, Harold F. Millar, Albert F. Moore, Jr., Philip M. Slavin, Robert D. Tobey, George B. Trowt

1939 — Robert C. Bamford, Edwin F. Barry, Charles W. Bell, Lawrence J. Blaher, Earl S. Brown, Norman M. Brown, William H. Carleton, Joseph R. Champagne, James J. Geehan, Jr., John E. Gilleland, Jr., Paul Green, Sidney B. Hodges, Freeman K. Johnson, Louis F. Laforet, Hugh T. McCabe, Kurt G. Person, Walter E. Schortmann, William H. Schroeder, Roger A. Steward, Bernard A. Watts, Edwin R. Wheble, Albert L. Wilder, Arthur T. Wilder

1940's

1940 — Raymond F. Birmingham, Nelson C. Bliven, Wilfred P. Breen, Forrest L. Bryan, Fredderick R. M. Christianson, Atwell G. Collins, Bernard R. Congdon, Arthur J. Deschamps, Lewis S. Eaton, Kenneth Fisher, Donald J. Fitzgerald, Samuel B. Folsom, Walter S. Foster, Arnold E. Hartford, Wallace A. Howes, Jr., Edward J. Lavelle, Francis A. Massey, Jr., Charles R. McLoud, Kenneth L. Mignacca, Frederick P. Nyhan, Paul D. O'Brien, Jack R. Powell, Paul T. Roy, Rodger S. Smith, Frank L. Sprague, Jr., Robert B. Wells, James W. Wilson, Gordon A. Wood

1941 — Clarence A. Chapman, Howard R. Hicks, Waldo H. Kingston, George B. Stevenson

1942 — Ralph K. Benton, Robert M. Berry, Warren C. Johnson, Charles J. Johnson, Jr., Edward F. McCabe, Richard J. Parthenais, James W. Phelps, Robert S. Pyatt, Alexander S. Skopetz, Charles B. Winslow

1943 — Frank R. Bottomly, Warren M. Holt, George J. Jacovides, Webster A. Johnson, Edward G. Kelley, Donald M. Kinley, Edward P. Kowalski, Karl H. Krauss, Warren E. Lorenz, John J. Malone, Jr., Edwin D. Mayo, James W. McAliley, Emmett G. McCarthy, Thomas J. McDonough, Jr., Borden A. Mosher, John F. Mullen, James M. Murphy, Carl H. Nilsen, Robert H. O'Keefe, George L. Partlow, Walter P. Phillips, Vincent J. Readdy, Jr., David M. Ritchie, Jr., Edward A. Robie, John M. Simas, Jr., Richard C. Young, Henry P. Zani

1944 — Francis R. Amirault, Richard C. Bailey, Michael J. Cacciapuoti, Joseph A. Christopher, Samuel L. Clogston, Burlon C. Crowley, David A. Donohue, John J. Downey, Alfred T. Ela, Felix Favorite, Robert N. Fifield, Charles F. Hale, Oliver S. Hawes III, Robert J. Hemeon, Edwin C. Higgins, Jr., George B. Hutchinson, Frank C. Lawler, Sawyer W. Lee, Norman G. Lewis, Edward D. Likas, John J. MacKinnon, William G. Manning, John J. McColough, Kenneth R. McLea, Philip F. Molloy, Irwin M. Oliver, Earl A. Patterson, William R. Quinlan, Robert H. Rammel, Walter B. Rankin, Daniel B. Seger, Elliot S. Shafer, Ralph C. Shaw, Gerald C. Silva, Walter R. Stark, Edward J. Struckus, Martin H. Styles, Edmund J. Sumpter, Robert V. Tessier, Frank D. Tibbetts, Edward J. Trusz, William F. Tyrrell, Norman B. Williams, Alton S. Worsley, Jr., Ronald J. Young

1945 — Leslie D. Aitken, Edward G. Burlingham, Eugene H. Clark, Charles G. Connor, William C. Conway, William J. Coutanche, Jr., Paul W. Coveney, William N. Creesy, Roger M. Cunniff, Joseph P. Cunningham, Jerry DeVico, Raymond H. Drapeau, John C. Driscoll, William L. Festa, Kenneth Gott, Richard S. Gould, Robert S. Gregg, Bradford Hawes, Richard B. Howland, Edward Isenberg, Francis W. Jacobanis, Richard V. Keyes, Jr., Paul H. Lawrence, Maurice F. Levy, Albert W. Livesey, Lawson L. MacDonald, William R. Martin, Stewart W. Millar, Allen P. Miller, Jr., James A. Morris, Jr., Anthony R. O'Malley, Jere C. Page, Jr., George W. Rood, Jr., William Santos, Horace Schermerhorn, Jr., Fred H. Schleicher, Edmund Wesolowski, David Wheeler, Charles Willwerth, Charles R. Wilson

1946 — Charles R. Beaulieu, John E. Coyne, Francis V. Duffy, Anthony L. Gerbasi, Frederick H. Johnson, Robert D. Kokins, Harold Kravit, Joseph L. Maloney, John B. O'Neil, Donald F. White

1947 — O. William Bonnafe, Jr., Charles W. Devarennes, Paul A. Johnson, Robert S. Mason, David L. McCoubrey, Lester H. McLean, Edward W. Ramsden, Roland E. Reed

1949 — Archie S. Amiot, Gerald E. Downs, Harry O. Hellberg, Bruce H. Johnson, Wilfred J. Lelievre, Joseph F. O'Connor, Raymond J. Telford, Jr., Allan G. Thompson, William J. Truvedson

Massachusetts MARITIME Magazine

FIVE ZERO EIGHT

New England Telephone, concerned that the system would run out of telephone numbers in the 617 area, has divided the 617 area into two parts. Greater Boston retained the area code 617 and the remainder (central Massachusetts and the Cape and Islands) became area code 508 in July 1988. Please mark us with area code 508.

IN MEMORIAM
Brent Donahue
MMA Sailing Coach
August 1963 - September 1988

T·A·P·S

In response to our last issue, families, friends, and classmates have notified us that the following alumni are no longer living.

1918 Leonard C. Walen
1919 Edward H. Morin
1923 George R. Hickey
1925 Malcolm E. Crossman
1928 Joseph J. Sawaska
1934 Howell G. Cutter
1935 Francis M. Jacinto
1936 Thomas W. Rolfe
1937 Charles S. Godfrey (formerly Wayman)
1942 William H. Barr, John T. Fennessy, Edward A. Field, Frederick Spollett
1943 Preston Bent, Edmund W. Canton, Robert G. Collins, Waldemar T. Kmiec, Frederick McBride, Charles M. Snow, Charles Spaulding
1944 Alexander Pompeo, Jr., Peter A. Rubbico
1945 Walter A. Brown, Jr., Nicholas J. Cokkinias, John J. Kelly, Jr., William J. McNamara, Thomas O'Connor, Thomas F. White
1949 James A. Smith
1950 William D. Pandra
1951 Edward C. Swett
1963 Robert P. Duprey
1967 Charles J. Kimtis, Lawrence J. Sullivan

On June 25th, 143 seniors walked the commencement stage, bringing the near-century total to 6,528 graduates. Veteran U.S. Congressman Silvio O. Conte (R-Mass) delivered the commencement address.

Honorary degrees were conferred on four individuals who have distinguished themselves in service to the public. Pictured from left to right are President John F. Aylmer and the conferees: Vice Admiral Walter Piotti '56, Commander, Military Sealift Command, Washington, D.C.; Congressman Silvio Conte, Pittsfield, instrumental in obtaining federal funding to acquire the training ship *Patriot State*; Paul G. Hurst '26, Harwichport, distinguished former faculty member of twenty-two years tenure; and Edward Novakoff, Chairman, Brookline Board of Selectmen, former MMA Trustee, and Academy benefactor.

Named as the Alumni Association's Alumnus of the Year was Richard T. Soper '43, Chairman, CEO, and President, American Bureau of Shipping. He is a member of MMA's Board of Visitors.

RUSSO COMMENDED

Commander Eugene F. Russo, Director, Planning and Development, MMA, authored a guidebook for selection and use of building materials. He received the praise of Charles Dinezio, Administrator, Commonwealth Department of Public Safety. Board of Regents Chancellor Franklyn Jenifer termed Russo's guidebook "an outstanding piece of work" and distributed it to all Massachusetts colleges, community colleges, and universities as guidance.

The guidebook deals with building materials, design, construction, and particularly with safety. Russo is a professional construction engineer with twenty-five years' experience. He teaches a course entitled "Working with the Massachusetts State Building Code."

CAST OFF ALL LINES!

The training ship *Patriot State* will get underway on January 8 with all four student classes aboard headed for points south: San Juan, Puerto Rico; Rio de Janeiro, Brazil; Port of Spain, Trinidad; and Tampa, Florida. Arrival home is scheduled for March 5.

The Academy is revising its cruise schedule for students so that a cruise is taken during each of the first three academic years. Thus, students will have completed their cruise requirements by the beginning of their senior year. This will offer them the convenient option of "making up" a cruise during their senior year in the event of illness or other reason for non-completion of a cruise. During the three-year transition period from former schedule to new, the four classes will cruise together. Cozy!

ZUMWALT VISITS

Former Chief of Naval Operations Admiral Elmo Zumwalt, Jr., recently toured the campus that produces so many high ranking naval officers. He saw a demonstration of the schoolship simulator, toured *Patriot State* from bridge to shaft alley, lunched with and spoke to students, and commissioned an alumnus as Ensign, USNR.

Robert M. Lewis '86 of East Falmouth was not commissioned at graduation but later applied for naval officer rank. The Navy approved and agreed that he take the oath of office at MMA. The timing coincided with the Zumwalt visit. With Lewis's friends and family and MMA staff looking on, Admiral Zumwalt did the honors on the bridge of *Patriot State*. Lewis received Navy orders to active duty and to Surface Warfare Officers' School.

Robert Lewis and Elmo Zumwalt: ". . . to defend the Constitution of the United States . . . ." Mrs. Zumwalt, center, and Lewis's family look on.

Although retired from the Navy (where he was famous for his "Z-grams"), Zumwalt has been anything but "retired." Democratic senatorial candidate in Virginia, director of a score of companies and organizations, and co-author with his late son, Elmo III, of the best seller and TV mini-series, *My Father, My Son*, the Admiral delivered inspiring remarks here on the Cape on the value and meaning of having served one's country and on being a veteran.

EDUCATIONAL WINDFALL

Salvage team preparing to refloat the scalloper TRADE WIND.

Students at MMA learn many things including safe navigation and ship salvage. Earlier this year, there was a freak accident that provided vivid, immediate examples of "how not to" and "how to."

The 106-foot New Bedford scalloper *Trade Wind* was transiting the Cape Cod Canal at night. As she passed the Academy, she misnavigated to the wrong side of the channel, passed on the wrong side of a buoy, struck the rocks, and opened up a large hole in her hull.

She then did a U-turn and moored alongside the Academy's research vessel *Edgerton*. Her pumps couldn't handle the flooding, and she was sinking. It took axes to sever the straining mooring lines to cast her free and prevent damage to *Edgerton*. The swift current carried her a few yard, and she sank about fifteen yards from Academy Drive in twenty-four feet of water, leaving the mast and the top of the superstructure visible.

Students, faculty, staff, local citizens, and news media people observed the salvage operation over the next several days.

This incident coincided with related developments in the Academy's curriculum. In the not-too-distant future, the likelihood is that larger fishing vessels, such as *Trade Wind*, will require licensed operators and inspections. Currently they do not, but it appears that the Coast Guard has been moving in that direction. In anticipation, the Academy had developed a new curriculum in applied oceanography which features a Coast Guard 1600-ton operator's license. It was the same week that the *Trade Wind* sank that the Academy forwarded the new curriculum to the Board of Regents for approval.

TRIVIA QUIZ

Which American President requested in writing to shake hands with one of our graduates, and who was that graduate?

Answer: Teddy Roosevelt was the President, and Emery Rice was the graduate, class of April 3, 1897.

THEODORE ROOSEVELT
THIRTY EAST FORTY SECOND STREET
NEW YORK CITY

December 16, 1914.

My dear Captain Rice:

I have heard a good deal about you through my two friends Dr. and Mrs. White of Philadelphia, whose feeling for you and the "Mongolia" is of the warmest description. If ever you come to New York do give me the chance of shaking hands with you.

With hearty regards,

Sincerely yours,

Theodore Roosevelt

Captain Emory Rice,
c/o Pacific Mail Steamship Co.,
San Francisco, Cal.

Roosevelt's warm regards were probably due to the merciful rescue performed by Captain Rice, earlier that year. The original letter is in MMA's archives.

On June 8, 1914, while skippering the U.S.S. *Mongolia* on a run from Kobe to Nagasaki, Rice ran into a typhoon in the Inland Sea of Japan. Noting several sampans in distress, Rice gave the order to rescue and consequently, fourteen Japanese fishermen were saved from certain death. For this act of valor, the Japanese Government presented Captain Rice with a certificate of commendation and a medal. Later Captain Rice, still in command of *Mongolia*, fired the first American combat shot of World War I which struck the conning tower of a German submarine and put her out of action.

CADETS TO THE RESCUE

Two cadets, both seniors, have been credited with life-saving actions and received the Admiral's Award during regimental parade.

David M. Flaherty of Duxbury was aboard *Patriot State* and saw Commander Steve Pacuska choking in a life-threatening situation. David successfully performed the Heimlich Maneuver and prevented major injury or perhaps worse. Davis is the son of Walter Flaherty '61.

James D. Soutter of Peabody came upon an auto accident and saw several people looking at and doing nothing for the unconscious, bleeding driver (an Air Force officer). Climbing inside the smashed vehicle, Soutter kept the victim breathing by putting traction on her cervical spine until medics arrived. Lieutenant General Donald Cromer, Commander, USAF Space Division had words of high praise for Soutter and the training at MMA.

At attention, the regiment listens to Commandant Gurnon read words of high praise for fellow cadets James Soutter (left) and David Flaherty.

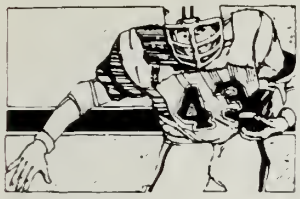
Dr. Paul M. Fye "Scholarship Scholarships"

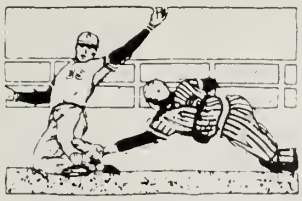
It was a long time in coming, but MMA is in the business of awarding scholarship grants to students based on academic excellence.

In the old days, scholarships were just that — rewards for scholarship. Over the past few decades, however, it evolved that most scholarship funding in this country has been awarded on the basis of financial need, and the rewarding of high achievers has been neglected.

Generosity of alumni, industry, and Academy friends has swelled the scholarship endowment to $750,000. "For some time, we have done well for those students who had financial need," President Aylmer reported to the MMA Trustees, "but now we have the luxury to reward students for excellence in the classroom."

The Trustees voted to name the new scholarship program in honor of the late Dr. Paul M. Fye, long-tenured Director of Woods Hole Oceanographic Institution and MMA Trustee for seven years. Under the program, the three highest ranking students in each class will receive $1,000 to go toward the following year's tuition.





Sports

Daily varsity sailing practice on Herring Pond. There were 20 meets (Sept.-Oct.) against such teams as Harvard, Brown, Holy Cross and Tufts. MMA had one first place win, retaining the Donaghy Bowl.

A Tradition of Pride . . . A Pride in Our Tradition

by
Skip Thompson

After fifteen years of association with intercollegiate athletics at Massachusetts Maritime Academy, I can think of no better phrase than the above to describe the feelings of the Academy staff and athletes both past and present.

MMA has unquestionably developed a proud tradition. In the last fifteen years, the cadets of MMA have captured or shared nine New England College Athletic Championships. Our ranks have produced thirty-three All New England performers and seven All Americans. Add to this eight more cadets who have been recognized by the Massachusetts State College Athletic Conference and the New England Football Conference as the Outstanding Scholar Athlete of the Year, and the point becomes clear.

At any fall or spring athletic contest, you will often find a graduate intensely following the game action and cheering on those who have followed him or her to continue the "Tradition." At least once or twice each season, there will be a gathering along the football sidelines, behind the baseball dugout, or on the lacrosse or soccer sidelines where graduates collect to cheer on the team, renew old friendships, and reunite with their coaches.

The pride in the tradition of MMA athletes is real and is virtually always on display. This proud tradition is easily transferable to the players of today and is one of the reasons for our athletic success. The players of today know full well of those who came before them and of their accomplishments. They strive, in admiration, to achieve the same legacy for their own teams. For our graduates,

4/C Chris Webb, Waldorf, MD (left) and 3/C Mark McManus, Lynn, MA, MMA goalies, share a moment together before game action.

Admiral and Mrs. Aylmer share the football team's joy in winning the "Admiral's Cup" game against arch rival Maine (35-19) on Homecoming Day 1988.

Buc football defense takes "three" on the bench. Left to right: 2/C Jim Golles, Woburn, MA; 1/C Chris Whitmore, Dighton, MA; and 1/C Bob Gralton, Quincy, MA.

Football practice begins in August when most college students are still enjoying summer vacation. Here offensive line coach Joe Domingos (left, in shorts) briefs season plans.

the completion of four years at MMA is not the end but the "commencement" of a long relationship with Academy athletes.

This powerful link between present and former athletes is one of the strengths of our programs today. Maybe there are other explanations for the athletic success of a school of 600 that regularly competes with colleges five times that size, but I can think of no other that comes across so strongly or so clearly: *A TRADITION OF PRIDE . . . A PRIDE IN OUR TRADITION.*

Squinting from an over-load of Cape Cod sunlight, varsity cross country harriers pose for the camera and a moment's rest before heading down the Canal for a workout. Left to right (rear) 3/C Richard Bolcome, Gloucester, MA; 4/C Dan Krokosky, Export, PA; 3/C Glen Macario, Matawan, NJ; (front) 4/C Alex Soukhanov, S. Hadley, MA and 2/C Jim Craig, S. Hadley, MA. The team participated in seven meets (Sept.-Oct.) against 24 teams; no first place wins.

Words of encouragement from head soccer coach Giovanni Pacini (back to camera). The booters finished with a season record of 6-9-3.

3/C Kurt Harris, South Deerfield, MA turns the corner against the Framingham State College Rams. The Bucs won this one big: 38-6.

Would you consider making a bequest or a gift to the Academy? . . . donating a boat?

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A Prospective Student:

Name _____

Address _____

_____

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Please send me information on the Boat Donation Program. ☐

I am considering making a bequest to MMA. ☐ A gift ☐

Other comment or request: _____

_____

My name _____ Phone _____

Address _____

_____

Do you know a prospective student we should contact? . . . an alumnus for whom we have no current address?

Academy Support Card **Massachusetts Maritime Academy**

A Prospective Student:

Name _____

Address _____

_____

A "Missing" Alumnus/a:

Name _____

Address _____

_____

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I am considering making a bequest to MMA. ☐ A gift ☐

Other comment or request: _____

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My name _____ Phone _____

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Do you know a prospective student we should contact?
. . . an alumnus for whom we have no current address?

MMA 1989 Baseball Schedule

Date	Opponent	Day	Time	Place
March 21	Wentworth College	Tues.	3:00 P.M.	Home
March 29	Anna Maria College	Wed.	3:00 P.M.	Home
April 1	Coast Guard Academy	Sat.	Noon	Away*
April 4	Salve Regina College	Tues.	3:00 P.M.	Home
April 6	Brandeis University	Thurs.	3:00 P.M.	Away
April 8	Bridgewater State College	Sat.	1:00 P.M.	Home*
April 9	Westfield State College	Sun.	1:00 P.M.	Away*
April 11	W. P. I.	Tues.	3:00 P.M.	Away
April 12	Curry College	Wed.	3:30 P.M.	Home
April 15	Framingham State College	Sat.	1:00 P.M.	Away*
April 16	North Adams State College	Sun.	1:00 P.M.	Home*
April 18	Suffolk University	Tues.	3:00 P.M.	Home
April 20	S. M. U.	Thurs.	3:00 P.M.	Home
April 22	Fitchburg State College	Sat.	Noon	Away*
April 23	Worcester State College	Sun.	Noon	Home*
April 25	Wentworth College	Tues.	3:00 P.M.	Home
April 29	Salem State College	Sat.	1:00 P.M.	Away*
May 3	Coast Guard Academy	Wed.	7:00 P.M.	Home
May 5	Eastern Nazarene College	Fri.	3:00 P.M.	Home
May 6	University of Mass/Boston	Sat.	1:00 P.M.	Home

*Double-header

MMA 1989 Lacrosse Schedule

Date	Opponent	Day	Time	Place
March 30	Bentley College	Thurs.	3:00 P.M.	Away
April 1	Westfield State College	Sat.	1:00 P.M.	Away
April 5	Curry College	Wed.	3:00 P.M.	Home
April 8	W. N. E. C.	Sat.	1:00 P.M.	Home
April 15	Nichols College	Sat.	1:00 P.M.	Home
April 18	Babson College	Tues.	3:00 P.M.	Home
April 22	University of Mass/Boston	Sat.	1:00 P.M.	Home
April 26	M. I. T.	Wed.	3:30 P.M.	Away
April 29	Roger Williams College	Sat.	1:00 P.M.	Away

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Spring-Summer 1989 Volume III, Number 1

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Massachusetts Maritime Academy

BUZZARDS BAY, MA 02532-1803

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	Skip Thompson

Front Cover: The Academy's training ship *Patriot State* arriving in San Juan, Puerto Rico, during February 1989, is given a colorful welcome by local dancers. Photo by Paul Simpson '60.

Back Cover: *Patriot State* transits the San Juan, Puerto Rico harbor entrance channel in February 1989. Photo by Paul Simpson '60. Below: Neptunus Rex (left, a.k.a. Alan McNaughton) and sidekick pirate Davey Jones (a.k.a. Bob Ripley) arrive on board *Patriot State* for a "royal visit" on January 30, 1989, at latitude zero, longitude 40° 38′ west off the coast of Brazil. Photo by Jerry Dupuis.
See story, page 31.

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The President's Message

The following are my thoughts on the matter of ship-sharing, a proposal which has been addressed in previous issues of this magazine. I entitle this brief piece, "Ready Reserve Training Ships: A Common Sense Alternative to Ship-Sharing."

The state maritime academies have had a special working relationship with the U.S. Government since the 1800's. In the early years, the relationship was primarily with the U.S. Navy, the Navy providing ex-U.S. Navy ships as training platforms. The Navy has provided naval reserve officer commissioning programs at all academies. Recently, some academy training ships have been designated as units or prospective units of the Navy's Ready Reserve Force. There is good strategic basis for this relationship in that commercial shipping and naval forces are inextricably tied together to form a nation's maritime posture. History proves that neither can function properly—perhaps even survive—without the other.

In recent decades, the U.S. Maritime Administration has taken the predominant U.S. Government role in the relationship with the state maritime academies. It provides the training ships, some financial assistance, and shares (with the U.S. Navy) the cost of the naval reserve commissioning programs at each school. But the needs of national defense and the dictates of wise maritime strategy now call for a rejuvenated link between the academies and the Navy.

Two things are occurring which call for a new look at the Navy-maritime academy link:

1) MARAD and OMB are feeling the pressure of national concern over the federal deficit and wish to avoid the cost of replacing three of the academies' older ships. To this end, MARAD has proposed ship-sharing or the use of two ships to meet the cruise requirements of the five academies.

2) A shrinking U.S. merchant marine has put the Navy in the position of having to build or to acquire its own merchant marine, the Ready Reserve Force (RRF). The RRF now stands at 91 ships with plans to reach 98 this fiscal year, and 120 by 1992. RRF troop ships are in extremely short supply, only one (Massachusetts' training ship) with plans for another (New York's training ship). The country would be faced with great difficulty if it had to mount a Falklands-type campaign.

MARAD states that it will require between $57 and $75 million to replace the three older training ships at Maine, Texas, and California. It is agreed that there is limited useful life remaining in them, either as training ships or as troop ships. Moreover, they are inferior training ships in that they are steam, when the propulsion plant of choice today is diesel. Both the academies and the Navy (RRF) need modern ships that can be used respectively as training ships and troop ships.

The MARAD proposal to reduce the training ships from five to two serves neither the academies nor the Navy well. Ship-sharing would severely reduce the value of the academies' educational programs. Even a shudder in ship availability could disrupt the academic calendar of not just one but two or three schools. The ships are the single most important year-round training facility. They are laboratories, much like an operating room would be considered in a medical school. As old as some of the training ships are, they do exist, and five ships would serve the U.S. better in a war or crisis than two. They are basically America's only merchant marine troop lift capability.

To meet the needs of national defense, the U.S. will increase the RRF by nearly 30 ships within the next few years, presumably by acquiring ships that are available for sale. It can also be presumed that the cost per unit of acquiring these ships would be comparable to the cost of acquiring training ships.

We presidents and superintendents of the five state deep-water academies propose that we accomplish two purposes with one action. Of the approximately 30 ships soon to be acquired for the RRF, some of them will likely be diesel-powered break-bulk type ships suitable for modular conversion to training ships/troop ships. Modules (the technology exists) for sanitation, berthing, messing, food preparation, HVAC, power generation, classrooms, etc., together with umbilical connectors for electrical, steam, communication, and safety could be procured for rapid installation on deck or in holds to provide for either training or troop-lift.

The average cost to maintain a "cold steel" laid-up ship in the RRF is about $668,000 per year. The cost to maintain an RRF ship active as a training ship would be a little more, but other savings (periodic readiness test activation costs, etc.) would more than compensate. More important, the ship would be ready to go in less than five days. In the worst case (cruising overseas), it could take a little longer in order to sail to the designated port.

Moreover, because the training ships are maintained (cleaned, preserved, painted) by students and school staff, they can be counted on to be in better condition and more ready than the cold-steel units of the RRF.

Currently, the training ships are maintained with funds in MARAD's Education and Training budget. It is proposed that maintenance costs be transferred to the RRF budget, which is also managed by MARAD for the Navy.

It is only common sense that if federal funds are going to be expended, in any case, to acquire ships for the RRF, and if the federal government does need troop ships as stated, that we kill two birds with the same tax dollars. High ranking Navy officials, civilian and military, have gone on record as favoring this RRF training ship concept. The academies need these proposed training ships, and we believe that in the long run it *may be even less costly* for the RRF to maintain five of them as training ships. Most important, the U.S. would have *five* troop ships outported, dispersed, and ready to go, configured to carry up to 7,500 combat troops for roughly the cost of two. It would preserve and protect the training and education of merchant marine/naval reserve officers at state maritime academies, clearly in the interests of national security.

Common sense, pure and simple.

John F. Aylmer
Rear Admiral, USMS

EDITORIAL

SHIP OF FOOLS

In a lead editorial since our last issue, the *Boston Globe* referred to the Massachusetts Maritime Academy as a "Ship of Fools" and suggested that the school be closed and its students be sent "to the more prestigious Maine Maritime Academy."

A less emotional, more objective observer might characterize MMA as an economic and educational plus for the Commonwealth and as an important national security asset. Its training ship *Patriot State* is ready to go to war or to serve in a national emergency. Its alumni would man the ships of the merchant marine, Navy, and Coast Guard. Its students, likewise, would graduate to defend America's institutions and freedoms.

Presumably, the *Globe*, like other papers, publishes what it believes its readers will pay to read. Is this really what the *Globe* thinks the citizenry wants to read in this cradle of American liberty? The birthplace of our maritime traditions? The land of the Minutemen?

Or is there a hidden agenda? It certainly cannot be that MMA alumni have failed to contribute their fair share to the well-being and prosperity of the Commonwealth. This they have done—and more. There *must* be another axe being ground.

For several decades, it seems that Massachusetts has been engaged in "unilateral disarmament." The arsenal became a shopping mall. The armory is now only a memory. Harvard ejected its ROTC units. First Naval District HQ was once in Boston. The Naval Shipyard went the way of the Naval Hospital. Camp Edwards closed. Otis and Westover were mothballed, and the fighting units were removed from Hanscom. Is Massachusetts Maritime Academy, with its Naval Science program which has produced eight Navy and Coast Guard admirals in recent years, the next target for "unilateral disarmament"?

The merchant marine has long been called the fourth arm of defense. America needs dependable and affordable national security. State maritime academies provide just that at real bargain prices, because the students themselves bear a large portion of the cost. And as for the matter of which academy is more prestigious, even among the maritime experts, it depends on whom you ask. All of them serve their respective states and the nation well.

Being labeled "Ship of Fools" in peace time brings to mind Rudyard Kipling's epic poem "Tommy." Peace time "fools" become war time heroes. The *Globe's* editors are invited to inspect the names engraved on the Academy's bronze memorial to those who gave their lives in every American war since the Spanish American.

Letters

to the Editor and Publisher

Dear Admiral Swarztrauber: ["Brown Shirts," Fall-Winter 1988-89, editorial on use of armed forces in war on drugs.] It would also be hell on morale, both of officers and of men. Your editorial was dead on target. Thank you for the copy. Yours cordially,

William F. Buckley, Jr.
Editor, National Review
New York City, Feb. 27

Dear Mr. Swarztrauber: I recently received the latest copy of the *Massachusetts Maritime Magazine*. While glancing through the "TAPS" section, I noticed a familiar name—Charles Kimtis. I am very curious as to whether this is the "Chuck" Kimtis who served as an instructor at the Academy during the mid/late seventies. If it is, I would certainly hope that you would do more than merely mention his name in the back of your magazine. This man has had a fairly impressive career, not to mention that he helped a lot of cadets during his time at the Academy. The last I knew of Chuck Kimtis was that he was preparing to take Exxon's first diesel-powered super tanker out on sea trials as the Chief Engineer. This is a fairly remarkable feat for a man who had been sailing with Exxon for no more than ten years.

Gary Walwer '79
North Eastham, MA Mar. 27

Dear Mr. Walwer: You are correct. Mr. Kimtis '67 did go on to serve as the Chief Engineer of Exxon's first diesel-powered super tanker. He was a talented, accomplished man who succumbed to a heart attack in his prime. R.I.P., Chuck Kimtis. Ed.

Dear Sir: Enclosed is my check for the annual fund. Why not have a Chief Engineer's Club (minimum of $250) and an Engineer's Club (minimum $125)? This may promote some competition between the Engineers and the Deckies with the school being the winner.

William S. Brady '51
President, Spray Masters
Western Spgs., IL, Oct. 21, '88

Dear Mr. Brady: Thanks for your suggestion now under consideration. You should be advised that the names chosen for the Annual Fund Categories (Admirals' Club, Commodores' Club, and Buccaneers' Club) were chosen to include everyone. In the sea services of the world, engineers have just as good a chance as deckies to become Commodores and Admirals—and maybe even Buccaneers! Ed.

Dear Sir: It is my concern that the Academy remain a maritime institution and not let it turn into a satellite of some community or regional college of the State College System. The maritime graduates we have employed over the years have proven to be skillful, diligent, conscientious, and are most of all *qualified* to work in the boiler and burner trades on shoreside power plants. Let us not let this slip away to some liberal arts institution.

Geoffrey C. Wilkinson '72
President, GTW, Inc.
Weymouth, MA, Jan. 17

Dear Mr. Wilkinson: Letters like yours from alumni to legislators will help to keep it so. Many thanks. Ed.

Editor: I received my copy of your fine magazine today, and I was amazed to see George Guild '37 listed as a "lost person." There is really no excuse for this gross error. He was lost while serving as second mate on board the liberty ship S.S. *Richard Bland* when it was torpedoed by the German submarine U-225, March 10, 1943, about 35 miles off Langanes, Iceland.

Louis S. Hathaway '37
Yankeetown, FL, Jan. 6

Dear Mr. Hathaway: No excuse. You are right. His name appears on the memorial plaque honoring war dead in the student union. One of these days, I'll get the hang of this computer. Keep the letters coming! Ed.

Dear Arch: You have no idea how thrilled I was to receive the *Massachusetts Maritime Magazine*— my first contact in over 40 years. My most sincere thanks to the "tracers of lost persons." I was under the impression that the "ole" MMA sank somewhere in Woods Hole. But, to my very pleasant surprise, I find that not only does it exist, but that it has grown into a beautiful academy of learning. I am very proud.

I particularly enjoyed the article by Peter Watson ["The Dynamics of Change," Fall-Winter, 1988-89] which brought tears of nostalgia to my eyes, recalling when the Mass. Maritime Academy moved from the "Nancy" to the state normal school in Hyannis. Thanks for bringing back pleasant memories and also for "rejoining" me to the family of MMA.

Harry (Skoniecki) Richards '43
Stockholm, Sweden, Jan. 12

Dear Mr. Richards: A warm welcome aboard! Nice to increase our international readership. We have readers on every continent except Antarctica. Know any alumni that may be "lost" there? Ed.

Dear Editor: One of your alumni, John McLaughlin '84 of this firm recently received the OMC Johnson Outboards Master Technician Award. This high honor, achieved by very few, was announced by corporate headquarters in Waukegan, IL, in January 1989. We are very proud. You people graduate some good, hardworking personnel!

Edwin R. Lofgren, Jr.
President, 3 A Marine Service, Inc.
Hingham, MA, Feb. 22

Dear Mr. Lofgren: Many thanks for letting us know. Many MMA alumni are simply too busy or too modest to let us know of their achievements. Ed.

Dear Sir: This photo was taken as we cadets entered Havana aboard *American Mariner* in March 1946. It was a memorable cruise which also included Panama, Virgin Islands, Jamaica, and Bermuda.

American Mariner had been the liberty ship *George Calvert* before her conversion to a training ship. She functioned as a training ship from 1943 to 1953 when she was mothballed in the Hudson River Fleet.

In 1958, the Army's rocket and Guided Missile Agency acquired her and used her for range instrumentation. She was equipped with tracking radars and infrared sensors to observe and to track ICBMs for seven years in the Atlantic and Pacific Oceans.

Later she was acquired by the Navy and has been used as a target after running aground about 10 miles east of Point Lookout, MD, in the Chesapeake Bay. Because the planes from the Patuxent River Naval Air Test Center in Maryland fire inert ordnance at her, the *Mariner* is relatively intact though considerably battered.

American Mariner has proven her worthiness in serving the maritime service, the Army, and the Navy for 45 years.

Raymond (Heltula) Howard '47
Rockville, MD, Jan. 27

Educating The Public

by Captain Jacques Cousteau
with questions by Mary Batten,
Cousteau Society Editor

As you look back over the past fifteen years of The Cousteau Society, what do you think has been accomplished?

The main thing the Society has done is to interest children in marine environmental problems, to bedazzle them with the beauty of nature, and to increase awareness of the public at large—of the adults—of the deterioration of the environment. Many things have been done: lectures, films, political actions, testifying before Congress, etc.; but the goal is that we work for better education of the public because how can we ask the public to put pressure on decision-makers if they don't know the truth? Newspapers and media have the habit of painting things black or white, but things are never black or white. Our credibility depends upon the accuracy and the truth that come out of our mouths. We must never become doctrinaires. In all human activities, doctrines are against understanding and knowledge.

"A person is well educated when he/she knows how to act or to behave in difficult situations."

Jean-Michel Cousteau, son of the author, encounters a curious grouper ("potato cod") while exploring Mermaid Reef in the southeastern Indian Ocean. These groupers lose their spots and change color during courtship.
(Courtesy Cousteau Society)

Would you explain your distinction between education and instruction?

It's just going back to the origin of the word. Education has nothing to do with learning how to compress acetylene without an explosion or how to make an atom bomb. That's instruction. A person is well educated when he/she knows how to act or to behave in difficult situations. Since antiquity, the problems of education have consistently been the subject of masterpieces in tragedy and theater, in the books of our souls. No masterpiece has ever been written on mathematics or chemistry or physics, all of which are labeled education. But it's only instruction. When we made education number three of the Society's priorities, we didn't mean instruction. We mean education. To oversimplify, when we give information to the public about the environment, The Cousteau Society is instructing the public. When we discuss what the long-range consequences could be and what solutions would serve humankind in the long run, we are participating in the education of the public.

Do you think people are more scientifically literate now than they were fifteen years ago?

Yes. But, at the same time, they are less human.

What do you mean?

They reason more like machines than as human beings. When you stuff the brain of a kid or of a student with things to remember or things to be interrogated about on a final exam, the kid has no time and no incentive to think about anything other than proving what he has learned. That's all. And what they learn has nothing to do with real life and real problems. We are social beings, and to live in society with the high degree of mind that we have requires education. As soon as education declines, the behavior of societies goes to chaos. It's a danger that is comparable to the atomic bomb.

Do you feel that a person who is truly educated has an ethic that puts value on protecting life and the rights of others?

Yes. Today nobody thinks about future generations, and this is a consequence of a lack of education. Some primitive people had no need of technology to develop collectively their own culture and their own creativity.

In 1987, the French Defense Department invited Captain Cousteau to observe a nuclear test blast at Mururoa, French Polynesia, to study its effects on the surrounding environment. He is pictured here following the test from the deck of his ship *Calypso*.
(Courtesy Cousteau Society)

Are you hopeful about the future?

Under the pressure of overpopulation, under the uncontrolled development of industry, under the pressure of poor education or no education, under the pressure of the inevitable exhaustion of irreplaceable natural resources, it is impossible to be optimistic. Logically, if you tried to solve these problems as an equation, a mathematical problem, you'd conclude that we are on a short-term collision course to annihilation. But then, it's a little bit the same as when the Americans ran the Vietnam War with computers. The computers could not forecast Vietnamese on bicycles. And so, the results of the computers were completely wrong. Now, when I say that logically we're on a collision course, that's true with whatever I put into my computer, whatever information I have. But hopefully, there will be some unpredictable incident changing all that. That's the only hope we can have. Logically, no hope; sentimentally, and knowing the tremendous resources of human beings, maybe.

The poet John Donne gave a valid explanation of tides before Newton explained gravity. Since Sumer, since Homer, all the way to Tennyson, poets had a much clearer vision of the meaning of life than even philosophers; and they share a striking premonition of inevitable, unpredictable events. It is relatively easy to reason according to logic, taking into account only measurable factors, but we must be trained to include in our assessments the all-important influence of pride, dignity, and moral values.

"As soon as education declines, the behavior of societies goes to chaos. It's a danger that is comparable to the atomic bomb."

Are there places that you've visited where people seem to have a sense of the future and of protecting the environment?

Yes, but that's true only in primitive tribes. As soon as people become what we call "developed," then they center all of life on themselves—having a good time, a good life, short-term benefits, short-term pleasure—to such an extent that we come to the stupid conclusion that the only yardstick we have to evaluate anything is money. Most of the religious scriptures described the chaos inseparable from the symbol of the Golden Calf. And Moses came down from the mountains, punished the hysterical consumers, and melted the Golden Calf. Today we are doing the same thing, even more frantically than in the Bible, but there's no Moses to come down from the mountain. So money is the only reason to live. It's the only yardstick we have to measure joy, pleasure,

"That indispensable instinct of violence is ingrained in us. . . . Historically, a species that uses no more violence disappears. . . . So we have to try to discharge it in harmless ways."

Recently, Captain Cousteau has focused attention on the environment of the Antarctic. (Courtesy Cousteau Society)

A Cousteau diver peers through a crevice in one of the lush coral reefs of Rowley Shoals, 300 miles off the coast of Broome, Western Australia. (Courtesy Cousteau Society)

soul, damage, advantage. There is a cost/benefit analysis on everything, which means nothing, because it's evaluated only in dollars. How do you evaluate the loss of a child? How do you evaluate the death of a bird? How many dollars is a butterfly? How many dollars is your son? It's nonsense. Why do we want to quantify everything? There are things that cannot be and will never be quantified.

Primitive people don't have that problem. They use money in the form of shells or whatever as a way of exchanging goods. But apart from that, all their rites, their religions, are based on beliefs, not on reasoning. And beliefs and feelings and enthusiasm and joy and sorrow and terror are all human feelings that cannot be quantified. Recently, I spent some time at F.A.O. Schwartz, a big toy store in New York, to see what kids like and what they buy. Now the big fad is dinosaurs that are used by humans for war. Just think of what that is imprinting in the minds of kids. Many will think for a lifetime that dinosaurs could exist with people. But people are only three million years old, and dinosaurs have been extinct sixty million years. Second, such toys give the idea that dinosaurs could be tamed by humans. Third, the poor dinosaurs are used for human wars, wars of the good guys against the bad guysor the bad guys against the good guys. This establishes in the minds of children that war is inevitable. All the toys that I have seen are inspired by such criminal nonsense. They are manufactured to flatter the primitive part of us, and they make no effort to educate or to improve human nature as, for example, religions have always tried to do. So, in a world where family is considered an odd thing of the past, where religion is considered naive, where country and patriotism are considered old-fashioned, and where the only goal is to make more money, I don't see how we can emerge from this mess. Are we not, thus, preparing coming generations not for peaceful management of our planet, but for a more or less final holocaust?

Do you feel that television conditions people for violence?

Of course. Television, films, children's publications—look at them. Most of them are really awful, from A to Z, except maybe two or three elitist publications that have no large circulation. That's why I think that little groups like

ours and our sister organizations should concentrate more and more on protecting children against that infection. That's why our Cousteau Society is going to put more importance on the problems of children.

Priorities seem backwards in so many parts of the world. Is the task one of turning them around and putting priorities on life instead of on death?

Yes, but it's not that simple. Take, for example, the Papuans or the tribes of the Amazon. Those people have a great care for continuance, for their legacy to their children and grandchildren. But it does not exclude cruelty and violence. Most of these tribes that cared for their grandchildren also had terrible practices in war and in social rules. So, once more, things are not white or black. But the effort that we should make is to avoid too much violence.

Philosophically, what can satisfy the need that is now satisfied by violence?

Nobody in existence today can claim to have the final solution. But you have to start with the fact that violence is ingrained in practically all forms of life, including plants. This ingrained violence has been part of the constructive forces of evolution. It is by fighting each other that the best survived and the others disappeared. It is by violence that the various forms of life have evolved toward more complexity. So that indispensable instinct of violence is ingrained in us as well. We have inherited it from our animal ancestry. Is it, today, indispensable? Probably yes, at least a form of it, because historically, a species that uses no more violence disappears. But are we not the paradoxical exception in nature's rules? And can we not reach a point where our consciousness of our place in the cosmos may open new avenues? For the moment, we should keep that violence but turn it all over to more peaceful goals. For example, football, rugby, boxing—all those violent games—are good for you. They discharge our violent instincts into activities that are not deadly for humankind.

You can see how sophisticated and deteriorated the instinct of violence is when you speak of the atomic bomb. Now it has grown to such proportions that it has nothing to do with a fight between two people. It's destroying a country. It makes no sense whatsoever. And that is where we have gotten in a few years because of our lack of control of our deeds. Anything possible will be made. That's the goal of all today. And if you accept this as a behavioral rule, then you get to the atom bomb. Some philosophers think that if you recognize violence as being ingrained in people, you're a fascist. Not true. It's just trying to be realistic. In primitive, remote countries where there is no television, two kids begin to fight at the age of two or three. Violence is there. So we have to try to discharge it in harmless ways. I think that's the best effort peaceful people can make.

***Fondation Cousteau's* (Cousteau Society's sister organization in Paris) "Turbosail ™"-equipped *Alcyone* anchored in Western Australia. The system utilizes wind for the propulsion source. The aluminum "sails"—microcomputer controlled—are hollow, orientable cylinders with suction areas on both sides. A fan draws in air from the leeward sides to create lift. *Alcyone* is currently engaged in Captain Cousteau's five-year (1985-1990) around-the-world "Rediscovery of the World Expedition" from which several of these photos originate. (Courtesy Cousteau Society)**

"Our task is to convince people at large—all people—to apply a formidable pressure on decision-makers. That's our job."

Should we try to persuade leaders to cooperate globally in confronting the environmental problems that we face?

Sure we should, but world leaders think only about their short-term mandates. They're interested in being reelected or in having their party reelected. But when leaders are under popular pressure, it's another matter because their elections are at stake. So our task is to convince people at large—all people—to apply a formidable pressure on decision- makers. That's our job.

What do you see as the most urgent problems that we face?

The problem is that we are attacked from all sides, yet people are still looking only at pollution. Pollution is only a small part of our problems. The big fact is that there is also vandalism. We are vandals of the earth. We are destroying everything we inherited. And when I say destroying, I don't mean polluting. We also pollute, and pollution may bring about destruction after a long time. But we do it even faster by sheer vandalism. When you dry marshes, for example, to

build a development, it's an act of vandalism because it is suppressing life in this area—nurseries for all sorts of creatures that will never exist again. You take a river and change its course for a big public works. That's vandalism because it is sentencing an area to death.

Years ago, you stressed the need to develop alternate energy sources. What are the most promising directions?

The sun.

How realistic is that?

It's very realistic. In any case, we will be obliged to do so sooner or later; better sooner than later.

Do you believe that through solar energy we can get away from the use of oil and other fossil fuels?

Yes. Of course, I mean all forms of solar energy which includes not only the sun directly but also the wind and the tides. There are also lesser-known sources of solar energy. For example, when a big river meets the ocean, there is a release of energy that can be tapped. A lot of solar energy is also stored by evaporation in the vapor that builds clouds. These clouds produce rain that falls and builds up rivers. But the water from which this vapor has been taken was salted, and it falls down unsalted, desalted. This energy of desalinization will be released when that water gets salted again. So by putting fresh water in contact with salt water through the new kind of membranes that were developed to make river osmosis possible, you collect electricity directly. Of course, that's peanuts compared to wind, peanuts compared to solar panels, peanuts compared to large orbiting solar stations that could be used to provide electricity for the earth. Ocean thermal energy will also be a big source of energy.

Then, there is another form of artificial solar energy, which is fusion. And I am a big advocate of fusion compared to fission. Fission makes bombs. Not necessarily fusion. And fission makes tremendously dangerous waste; fusion, very little, almost none. Fusion can go on. Fission will soon exhaust the uranium available on earth. So nuclear energy, as we know it, is a short-lived solution, but fusion is a long-term solution.

That goes back to your earlier comment, too, about people thinking more in short-term gains than of long-term solutions.

And by doing so, they are compromising, in the long run, the rest of humankind.

You once said that the water leaving a factory should be clean enough to serve in the company cafeteria. Is this really possible? And if so, who should pay for it?

Yes, it's possible. Purification plants that are built today are municipal projects, so it's a collectivity that pays, very stupidly, because how can you itemize the polluters when you are at the end of the line? The other system that I advocate is a mini-purification plant at each factory or each polluting source. Then it's much easier because you have one, two, or three products to eliminate, and chemically it's very easy to do that. When you wait until seven hundred chemicals are mixed in a river or in sewage, how can you purify it? Then it's very costly. And you don't know where the things come from or whom to bill. If there were hundreds of small plants at the source, purifying the air and the water affluents of each polluter, then the cost of the investment and the cost of the operation could be divided in three, and that would be fair: one-third to be paid by the manufacturing plant; one-third by the community because they would receive a health benefit from the purification, and they would also get additional jobs; and one-third by the federal government because the government's job is also to help industries to remain competitive.

You have seen so much, done so much, and taught so many people so much, opened their eyes not only to the oceans but to the environment. What can all of the people who love you dearly give back to you?

They do. They do. I don't need a material token for their love. The warmth that I see in their eyes makes me very happy. I don't need anything else.

Jacques Cousteau on MMA campus in 1985. At left is William C. Kelley, now a trustee.

Jacques Cousteau received MMA's Doctor of Public Administration degree when he was commencement speaker in 1985.

As co-inventor of the first Aqualung (SCUBA) and captain of the *Calypso*, his name is synonymous with water exploration and oceanography. Jacques Cousteau was highly decorated for espionage activities with the French underground resistance and became head of the French Navy's Undersea Research Group following World War II. Ten years later, he retired from the French Navy and founded the Cousteau group of sixteen diverse companies focused on oceanographic research, marine engineering, manufacturing of diving equipment, film making, television productions, etc. He has devoted a lifetime toward providing the general public with insight and understanding of the oceans of the world by documenting his considerable research efforts with award winning books, films, and television documentaries that are wonderfully entertaining and educational.

Fifteen years ago, he founded the Cousteau Society, a non-profit, membership-supported organization dedicated to the protection and improvement of the quality of life for this and future generations. This interview was conducted to mark the fifteenth anniversary of the Society and is copywrited, 1989, by the Cousteau Society. Photos are also copywrited, 1988, by the Society. For information, write to the Society at 930 West 21st Street, Norfolk, VA 23517.

Recently, he was elected to the *Académie Française*. Since its creation in 1635 by Cardinal Richelieu, membership has been France's highest form of recognition for contribution to the nation's culture.

THE MARITIME INDUSTRIES AND NATIONAL SECURITY

by
Senator Jeremiah Denton
Former Chairman
Commission on Merchant Marine and Defense

That the maritime industries of the United States are today *in extremis* is certainly not news to the readers of this magazine. Although our merchant marine could accurately be described as having been facing economic difficulties since just prior to the War Between the States, except for brief periods of prosperity during and after World Wars I and II, today the deterioration has finally reached the point at which it poses a serious threat to the national security.

The threat persists despite the Reagan administration's effort to address the nation's strategic sealift capability with more action and resources than had been provided during any other period since the Second World War.

In 1970 there were eighteen major U.S. liner cargo companies, each operating five or more ships in international trade and with a total of 434 ships. Today, only four U.S. liner companies operating in international trade have five or more ships each, and together they have fewer than 90 vessels. Even in the protected domestic trade, the number of ships has dropped by a quarter since 1970. In its first report, the Commission on Merchant Marine and Defense noted that only 369 commercial oceangoing merchant ships were operational at the beginning of 1987; a year later, that number had dropped to 341—a loss of over 820,000 deadweight tons of shipping in only one year.

Ironically, the current period of decline in the U.S. merchant fleet comes at a time when international trade, the tonnage of which nearly doubled between 1970 and 1980, is projected to expand by roughly 40 percent by the end of the century. During that same period, unfortunately, the U.S. liner fleet is projected to shrink to about 50 ships, and the overall U.S. merchant fleet—the tankers, bulk carriers, barge carriers, container ships, Ro-Ros, and others—is projected to decline by more than fifty percent. Today, our merchant marine carries less than four percent of our international trade; by the end of the century we could well have only about a one percent share of a much larger amount of cargo.

Why should that sad economic situation be of concern to military leaders? After all, it has been argued, the United States can always obtain the sealift capacity it requires from among the ships of the "Effective U.S. Controlled" (EUSC) flag-of-convenience fleet or from the merchant fleets of our allies, can't we? The Commission concluded that we cannot. There are simply not enough of the required kinds of militarily useful ships in the "EUSC" fleets even to come close to meeting our military requirements, and there is no way of knowing whether the foreign crews on those ships would be willing to follow the U.S. flag into battle.

The merchant fleets of our NATO allies, on which we count for up to 400 ships for strategic sealift duties to support U.S. forces in Europe, are themselves declining as precipitously as is our own fleet. There is, in any case, no requirement for our NATO allies to aid the United States in conflicts outside of the NATO area.

Can't we turn to ships placed in reserve, notably the Ready Reserve Force (RRF) upon which so much has been expended during the past eight years? There are not sufficient ships there either, and there could not be except at truly gargantuan expense. Moreover, reserve ships need trained crews to operate them. The RRF today is composed mainly of aging ships with steam propulsion plants, and trained personnel will be increasingly difficult to find in a world where ships rely almost exclusively on diesel propulsion. The manpower-intensive cargo-handling systems of the reserve ships also demand skills that are fast disappearing from our dwindling merchant mariner manpower pool.

Scarcity of skills may well be accompanied by a shortage of people. In its first report, the Commission on Merchant Marine and Defense estimated that, by the year 2000, there would be a significant shortfall in the numbers of merchant mariners available to man ships reactivated from the RRF. The Commission also estimated that, by the end of the century, the U.S. merchant

The Reagan Administration acted to improve the nation's sealift capability by acquiring Ready Reserve Force ships. Pictured, clockwise from top: Fast Sealift Ship USNS ALGOL (T-AKR 287); Dry Cargo Ro/Ro Ship MV AMERICAN EAGLE; and Tanker KAISER (T-AO-187). Despite these efforts, the Commission forecasts that with current trends, the U.S. will soon be unable to implement its national military strategy of forward defense. (U.S. Navy photos).

marine will support a skilled work force less than one-third the size needed to sustain the shipping required to support our military forces in a global war.

Adding further to the alarming situation is the loss of the nation's shipyard resources. Faced with high costs and without new

"By the end of the century, the U.S. Merchant Marine will support a skilled work force less than one-third of the size needed. . . ."

"The 'Fourth Arm of Defense' is as vital as our uniformed armed forces. The most important thing is to act and to act quickly. . . ."

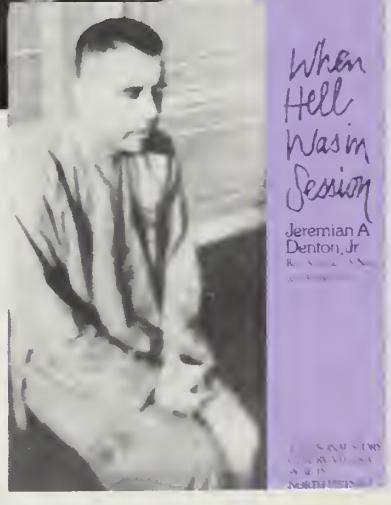
orders for merchant ships, and with a declining inventory of ships to maintain, the shipyard industrial base is withering away. So too will the shipyard supplier industries that provide vital components for the construction and repair of ships. The shipyard industry manpower situation has already reached a point where the Commission has estimated that it would severely limit the nation's ability to mobilize for and sustain a major conflict.

Because its military strategy must rely on a forward defense, the United States cannot afford to be without sufficient strategic sealift to support its deployed forces. The industrial might of the "arsenal of democracy" cannot function unless there are sufficient ships available to maintain the flow of raw materials. The only readily apparent alternative to reversing the decline of our maritime industries is to change the basic (forward defense) military strategy of the nation itself, an option that is not realistic if the United States wishes to remain a leader of the free world—and if it wishes to control its own political and economic destiny.

The recommendations in the fourth and final report of the Commission on Merchant Marine and Defense offer an integrated plan of action to address our strategic sealift shortfall. The Commission's seven recommended actions include a Presidential statement of national maritime policy to ensure maximum possible action and attention by the various federal organizations concerned with sealift; enactment of a meaningful Operating Differential Subsidy (ODS) reform to address the immediate problems of the ship operators; establishment of a government-funded "Procure-and-Charter" program to begin the build-up and modernization of the merchant fleet and the shipyard industries; the stimulation of foreign trade and the use of U.S.-flag ships in that trade; ensuring that government cargo moves on U.S. flag ships; support and improvement for the existing cabotage laws; improvements to federal policies, practices, and regulations to ensure that the maritime industries are not unfairly disadvantaged; and government leadership of a joint public and private effort to improve business efficiency in the maritime industries, as well as to revive and support maritime research and development.

Obviously, the Commission's recommendations cannot be carried out in their entirety without considerable public expense, but the Commission was unable to identify *any* comprehensive program of remedial action that would not require considerable public expense. It must be remembered that government expenditures in support of the maritime industries to meet strategic sealift requirements are a necessary part of the overall cost of national security because the "Fourth Arm of Defense" is as vital as our uniformed armed forces. The most important thing is to act and act quickly to ensure the preservation of our maritime capability.

Admiral Denton greeting his wife, Jane, after his return to freedom.



SENATOR JEREMIAH A. DENTON, JR. of Alabama was the delegate of the Secretary of the Navy as Chairman of the Commission on Merchant Marine and Defense. He served as United States Senator from Alabama from 1981 to 1987. In 1977, he retired from the United States Navy with the rank of Rear Admiral after thirty-four years of active service. Senator Denton is a graduate of the United States Naval Academy. His book, *WHEN HELL WAS IN SESSION*, tells of his seven years and seven months as a prisoner of war in North Vietnam from 1967 to 1973. Pictured is the dust jacket of Senator Denton's book published by Readers' Digest Press, distributed by Thomas Y. Crowell, New York, and copyrighted, 1976, by Senator Denton and Ed Brandt. America will long remember Denton as the first Vietnam POW to step from the plane to free soil and who, with a salute, said, "God bless America!"

THEN CAME *MARINE RELIANCE*

by Karl L. Meyer

Trade wars, trade sanctions, and balance of payments are all ominous terms but do not carry much clout for the average American. As of 1986, Japan was exporting 3.3 million vehicles (2.3 million of them were cars) annually to the U.S. out of a total of 4.2 million imported into the U.S. from all countries combined. Over four hundred car carriers had been plying the seas to this point in time, and not one of them was flying a U.S. flag.

Then came *Marine Reliance* representing a significant change. It was the first U.S. flag pure car carrier (PCC) manned by a U.S. crew. The ship was built in Japan by Sumitomo's Oppama yard for an American customer and is a symbol of U.S. determination to restore trade with Japan to a more equitable status. It is considered that the *Marine Reliance* played a somewhat minor but politically important role in the car-carrying trade between Japan and the United States.

The formal invitation to build and to operate a U.S. flag PCC was received from the Nissan Motor Company in the spring of 1985. Marine Transport Lines (MTL), one of the nation's largest and oldest shipping companies, was among six bidders. By the end of December 1985, MTL was informed that it had successfully won the contract due to, in Nissan's words, "MTL's commercial competitiveness, technical capability, cost and past performance, and a maintenance program that conformed to the highest industry standards with an aggressive Preventive Maintenance Program' already in place." MTL was committed to a thorough program of training to insure that personnel assigned to this type of service would be fully prepared for the special requirements of automobile transportation.

The timing of the Nissan invitation coincided with activity in Washington. Senate resolutions, passed in both 1984 and 1985 together with House of Representatives' H.R. 3566 "Equitable Automobile Transportation Act of 1985," exerted political pressure on the Japanese to allow the U.S. merchant marine industry to participate in the transportation of Japanese cars and trucks to the east and west coasts of North America. Up until this time, no U.S. flag ships had been used—a source of friction. Japanese manufacturers' eagerness to assuage the situation prompted their decision to have new pure car carriers built as soon as practicable. Four Japanese companies took this step. After lengthy negotiations and acceptance of MTL's proposal in response to Nissan's invitation, the announcement of the venture was made to the public in January of 1986.

History making voyage of *MARINE RELIANCE*. This first American flag vessel to carry Japanese vehicles to the U.S. makes eight trips a year loaded with Nissan vehicles. (MTL photo)

> "Not one of them was flying a U.S. flag. . . . Then came *Marine Reliance*. . . ."

There is no doubt that the aforementioned transaction reaffirmed the policies of free trade and open competition upon which international commerce is based. Nissan was the first motor car manufacturer to have a U.S. company contract to build a new car carrier under a U.S. flag with a U.S. crew.

The *Marine Reliance* is capable of carrying up to 4,000 cars and is usually full. Its deadweight tonnage (DWT) is 11,677. It towers fifty feet above the dock with a 35-foot depth beneath the waterline and has twelve car decks with an area of about 40,000 square feet (similar to a twelve-story parking garage). She is propelled by an 11,750 H.P. slow speed Sulzer diesel engine and has a service speed of approximately 18 knots. The PCC incorporates the drive-on/drive-off design. The *Marine Reliance* can load in fourteen hours and discharge in fourteen hours. Efficiency has been increased and vehicle damage reduced over previous designs which required individual cars to be loaded and discharged by use of cranes.

The first major section of the vessel was a fifty-ton keel section installed in the drydock on June 30, 1986, and thereafter construction proceeded apace until the vessel was launched on April 4, 1987, and went on sea trials early in June prior to the delivery on June 23rd.

After approximately one year of building time, the *Marine Reliance* was christened at the Oppama Shipyard on

June 23, 1987. The Honorable Michael J. Mansfield, U.S. Ambassador to Japan, was the guest speaker. He commented, "This cooperation between Nissan and MTL is a fine example of the willingness of Japanese and American businesses to work together in mutually profitable ventures." The *Marine Reliance* then set sail for the United States on its maiden voyage. Although it made stops on the way to drop off Nissan vehicles, the maiden voyage ceremony was held on July 28, 1987, at Port Newark, Elizabeth, New Jersey. Senator Frank Lautenberg was the guest speaker. He stated, "New Jersey has done it again. They've docked the first U.S. flag car carrier ever built and also the first to have 'Secaucus, N.J.' on its stern." He went on to say that the Senate's passage of a bill the previous week would penalize countries that are habitually unfair trading partners! Approximately 650 people including MTL personnel and their families, were invited to the ceremony. Also invited were dignitaries from Japan, PANY/NJ, MARAD, and many union representatives including Gene DeFries of MEBA. Shoishi Nakajima, Chairman of Nissan's U.S. subsidiary said, "Only by working together can we stay on the road to mutual prosperity." It is interesting to note that Nissan took out a large ad of congratulations in the *Wall Street Journal* on the day of the maiden voyage ceremonies at Port Newark.

***MARINE RELIANCE* under construction during 1987. (MTL photo)**

Karl L. Meyer

At the helm of Marine Transport Lines is the Chairman of the Board, Karl L. Meyer, whose entire business life and schooling spiraled toward the shipping industry. Having graduated from Massachusetts Maritime Academy in 1958 with a B.S. degree, he sailed for three years as a licensed marine engineer. He then furthered his education at the Harvard Graduate School of Business where he received an MBA. Karl Meyer has had many notable accomplishments to his credit. After graduating from Harvard, he worked in new ship building and assisted in the design development, charter, and financing of the original *Falcon* class diesel tankers. In 1968, he handled the acquisition of OMI for Ogden Corporation and participated in the fleet expansion from thirteen older type vessels to 36 modern vessels. In 1973, he became President of SSI Navigation Inc. and within five years, he built a fleet of twelve owned vessels comprising 337,000 DWT at a cost of $130 million. In 1978, he helped form Point Shipping Corporation and became its president. Again he expanded and strengthened a fleet.

Since 1980, Karl Meyer has had a partnership with two other investors in Universal American Shipping. A 34,000-DWT U.S. flag barge, *Energy Freedom*, was constructed which is now being operated in the U.S. coastwise and PL-480/AID markets. In 1982, the partnership entered the banking business: the Williamsburg Savings Bank is a twenty-bank system and mortgage company in five states with over $300 million in assets. In January of 1987, the partnership bought a twenty percent (20%) interest in MTL at which time Karl Meyer became Chairman of the Board.

In November 1987, Mr. Meyer was honored by the American Legion (Robert L. Hague Maritime Post) when it presented him with the Distinguished Service Citation during ceremonies at the Waldorf Astoria. He resides in Greenwich, CT.

The Conversions of Ted Huguenin

"Aquaculture is a great hobby, but not yet a lucrative way to earn a living," says Professor John E. "Ted" Huguenin who has tried it both ways.

You would not be alone if you find yourself asking, "What is aquaculture?" It is a term not to be found in any but the newest dictionaries. Aquaculture is to the sea what agriculture is to the land.

Early man did not engage in either. For food, the gatherers and hunters went to where the food was. Later, they learned to work the land so as to produce food where they wanted it produced—agriculture. In the field of aquaculture, we have not progressed very far from the era of gatherers and hunters. Essentially, we still go to where the plants and animals of the sea occur naturally and bring them home. Only recently are we hearing terms such as "fish farms" and "fish farmers."

In agriculture, we "manage" the land by performing the functions of land preparation, seeding, disease control, and predator control. In aquaculture, the same functions are performed. A loose definition of aquaculture stipulates that at least one of these functions is performed, e.g. the seeding of a mollusk bed. More sophisticated aquaculture exists when an entire cultivating environment is created as in the case of salmon farms, kelp farms, crawfish and clam farms through the use of pools, ponds, cages, barriers, and the like. New technology is bringing about such concepts as "ocean ranching" with all the legal, ethical, and diplomatic ramifications of ocean "rustling"—reminiscent of the Old West.

The fish-eating countries of the world—particularly China and Japan—are out in front in aquaculture. America is learning to love to eat fish, and we are in a catch-up situation. We must learn to produce large masses of seafood just as we have done with land animals. For example, Mr. Perdue boasts his chickens are "happy." Happy, contented, unstressed animals grow faster and bigger, and they look, taste, and sell better.

Professor "Ted" Huguenin: From things that "go fast and go bang" to aquaculture.

Ted Huguenin, MMA's resident expert, has become a national authority on the engineering aspects of aquaculture. How did he get involved in this difficult profession?

Ted grew up in Staten Island on Raritan Bay before it became polluted. He recalls skin diving in ten feet of water and gathering thirteen dozen clams in fifteen minutes. He was a lifeguard and small boat enthusiast.

Sputnik focused the world's attention in the 1950's, and Huguenin became fascinated with things that "go fast and go bang." With his pals, he built and launched rockets. He yearned to fly. His parents wisely rewarded good grades in high school with flying time. Coming in for a landing during one solo flight, Ted's Piper Cub was hit in the cowling by a golf ball from a driving range adjacent to the end of the airstrip. He landed, a bit startled, but safely.

Ted was a natural to enter MIT where he earned a degree in aeronautics and astronautics. In turn, this made him a natural to become an officer in the U.S. Air Force's Space Systems Division. There he participated in a wide variety of military and civilian space projects and wrote a staff study which led to the current Air Force Space Test Program.

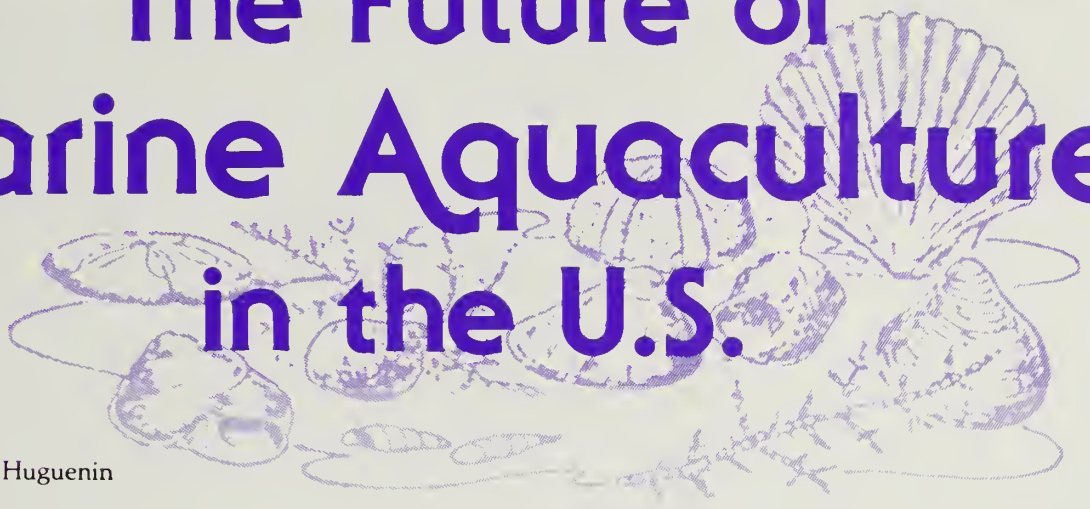
Are you still wondering how he got into aquaculture? While earning his master's degree in aerospace engineering at USC, he took a course in systems engineering. Students were expected to study a system—any system—and to do an evaluation of the system so as to understand the process. His subject was *Japanese Shrimp Farms*. He became so fascinated that . . . all stop! He returned to MIT under full scholarship to study the technological aspects of aquaculture, and he earned two more advanced degrees, this time in ocean engineering.

Besides working at the Woods Hole Oceanographic Institution, University of Massachusetts, and Groton Bio-Industries, he tried his hand as a full-time aquaculture consultant. He was way ahead of his time, and he was struggling. He describes it this way: "You can tell when you're very close to the frontier by counting the arrows in your backside." To put bread on the table, he returned to teaching, this time at MMA where, as full professor, he teaches ship design and construction, marine structures, fluid mechanics, and ocean engineering. Aquaculture as a profession gave way to aquaculture as a hobby—an avocation.

He pursues this hobby at flank speed. Since 1980, he has been President of Woods Hole Engineering Associates, Inc., consultants on ocean engineering systems with emphasis on cultural applications. He was an invited speaker at the world conference on aquaculture (Venice, 1981) and is on the editorial board of *Aquacultural Engineering*, the field's leading journal. His published bibliography fills three single-spaced typewritten pages. His most recent contribution (with colleague J. Colt) is a book entitled *Design and Operating Guide for Aquaculture Seawater Systems* published by Elsevier Science Publishers, 1989.

Ted lives in Falmouth with his wife (a teacher), a son, and two daughters. Among his hobbies, his resume lists SCUBA diving, aviation, shooting, scouting, and backpacking. Come now. Twice converted, first to aquaculture professional and then to aquaculture hobbyist, and he still doesn't fish?

The Future of Marine Aquaculture in the U.S.



by
John Edward Huguenin

The U.S. seafood market is worth about $10 billion per year and 66 % of the value is imported. Imports tend towards the higher value products such as shrimp ($2.5 billion/yr., only 20 % from domestic sources). U.S. per capita consumption of edible fishery products has been growing and now stands at about 15 pounds yearly per person, which corresponds to over 38 pounds on a live weight basis. Neither in the U.S. nor world wide are there any large unexploited fishery stocks to meet the increasing demands. Culturing is already substantially supplementing capture fisheries. Culturing already represents worldwide about 25% of the aquatic foods from the world's seas and lakes and this production from culturing is growing at about 8 % per year. There are only two ways to meet anticipated future U.S. seafood demands. One is increased importation and the other is increasing U.S. aquacultural output. Importation already represents a sizeable balance of payments problem which can only get worse.

Increasing U.S. aquacultural production would be the logical choice. Aquaculture, a very popular and trendy topic surrounded in myths and propaganda, is portrayed as a panacea to easily and quickly feed the world's masses. Aquaculture in reality exists as a high-risk, high-cost proposition involving a lot of back-breaking labor and producing high value products selling for top dollar. As a business venture, it can be an easy but romantic way to lose your shirt. Although the potentials for profit are often unattained, in many cases they appear to be very substantial and realistic.

The number of problems and disasters that can and have occurred to preclude success are many and varied. The major constraints involve management limitations resulting in lack of consistent results and failure to maintain performance at larger scales. The advantages of culturing involve control (or at least potential control) over species, size, texture, seasonal timing, quick processing and even taste and color. In short, quality control of output which translates into top prices. For example the most cultured marine species in the U.S. are shellfish for the half-shell trade because the high selling prices warrant the efforts and risks. Even in less developed countries the aquaculture production is exported to the west or consumed by the country's elites in the major cities.

Culturing of marine animals through to marketable size involves a number of culturing phases. This might include a hatchery phase, followed by a nursery phase and finished by a grow-out-to-market size. The grow-out phase from small juvenile stocking animals to market size is the longest in time and by far the most demanding in required seawater flow, physical size and costs. While even a good-sized commercial venture for culturing fish, mollusks, or shrimp may have a few thousand square feet of hatchery space, this hatchery operation may support several thousand acres of grow-out ponds or sea bottom. The large scales required for grow-out to achieve economically viable production volume can create environmental, legal, financial and operating difficulties for coastal facilities. It should be remembered that large concentrations of animals can produce impressive quantities of animal wastes. In other words, the aquatic equivalent of feedlots.

". . . It can be an easy but romantic way to lose your shirt."

There are several possible types of seawater systems and these are classified at two extremes of a continuous spectrum of possibilities as open-cycle and closed-cycle systems. Open or flow-through systems depend on relatively large quantities of good quality incoming seawater to provide life support to the culture organisms. When the seawater's properties become unacceptable, the water is discharged. The advantages of open systems are proportional to the input water quality and quantity. With consistently good input water parameters and no requirements for discharge treatment, these systems are clearly the simplest, cheapest, most reliable and have the least risk. Essentially all commercial marine grow-out systems worldwide are of this type. However, few completely open systems exist. The incoming seawater may require some treatment before use. This may include filtering or screening to remove eggs, larvae, predators or debris, or settling of solids. In addition, there rarely would not be some internal water treatment in the system. Flow-through systems can become quite complex, especially in hatchery or research facilities. Depending on physical and regulatory conditions, it may be necessary to treat process water prior to discharge. For hatchery facilities this may be economically acceptable but for large scale grow-out any but the simplest processing of discharge water would prove economically unfeasible.

A completely closed-cycle system, such as a well-balanced aquarium, has no water inflow except to make up for evaporation, and no discharge. The water receives treatment and reconditioning internally within the system by a series of complex biochemical and physical processes. If properly managed, all the processes are in equilibrium and good water quality is maintained. Any changes can destroy the delicate balances, such as increased feeding, chemical additions, adding or removing animals, or even cleaning parts of the system. For most uses, a completely closed system of any size is difficult to monitor and manage and likely to be impractical relative to any other options. There can be depletion of necessary trace materials and build-ups of persistent contaminants to troublesome levels. Periodic recharging with new seawater is often required. Thus, even closed systems need access to good quality seawater or must use high cost artificial seawater. Therefore, some net flow through the system usually exists and a better label in most cases would be a water reuse system. Generally a 90 % water flow reuse (10 % new water & 90 % reconditioned water) can be achieved with reasonable processing. Technical and management difficulties progressively increase with increasing scale and as one approaches 100 % reuse (completely closed system). The difficulties and risks also increase dramatically as the biological loading of the systems approaches the maximum carrying capacity.

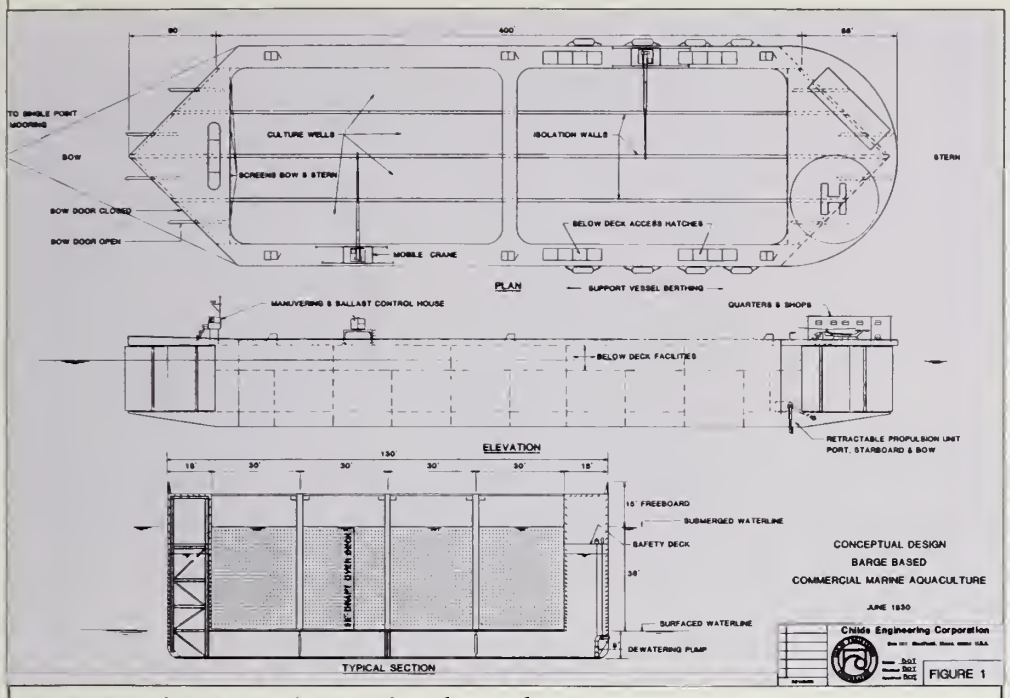
Closed systems have been widely used in marine aquariums, which are often far from the sea or in urban areas with highly polluted seawater. In marine aquariums small numbers of organisms are held in good water quality conditions. The operating costs of these systems may be as low as $10 and as high as $1000 per year per pound of animals. Closed systems, under some conditions, may be economical for hatchery operations or short term holding but have so far proven uneconomical for grow-out of shrimp, lobsters, and fish to marketable size for human food. The capital and operating costs are high and order of magnitude cost improvements would be required for economically viable large scale commercial food production. In addition, economics require high animal loadings, which dramatically increase risks. Under these conditions proper management requires extensive ecological knowledge and monitoring capabilities, much of which does not yet exist. Experience to date with large-scale, high-density, high-water reuse systems is very limited and not encouraging. Lastly, these systems would not be without major pollution problems as is commonly believed. They only alter the nature of these difficulties.

A key question is "where do you do it?" Siting problems of large scale marine grow-out farming operations of any kind on the coasts of the U.S. appear to be critical and limiting. This is due to physical constraints such as proper environmental conditions and availability, costs and legal-political factors. Interactions with competing coastal area users are generally negative and have already proven to be serious even at small scales of operation. It is very doubtful that any future large scale aquaculture industry not already established is feasible in U.S. coastal areas.

What are our national options other than increasing importation or reducing demand? There are only two. One is bottom mounted systems in shallow exposed areas offshore from the immediate coast. Exploration of this possibility will not be pursued here in order to focus on a more promising option: open-water surface oriented culturing capability. While having the disadvantage of susceptibility to surface conditions such as storms, it has the very considerable advantage of being able to utilize man's accumulated maritime knowledge, experience and equipment. In short, it combines aquatic culturing with the relatively well-developed technology of ship design, construction, and operations as well as our rapidly expanding ocean engineering capabilities. I call this concept "barge basing."

There is little doubt that open sea barge basing of marine aquacultural grow-out (as distinct from hatchery or nursery

"I wonder how many years from now we will see Japanese-built aquaculture systems floating off our coasts?"



A design for barge basing by the author.

phases) can solve many of the serious problems and reduce or eliminate many of the major costs associated with large-scale estuarine and shore based culturing operations. These barge systems could be moored in a slow current, towed or self-propelled at slow speed (small fractional knots). The advantages of barge basing, however, go beyond overcoming the site availability problems and legal/political constraints. They also include elimination of land costs, site preparation, pumping and piping costs associated with high flow rates, water conditioning equipment and possibly some taxes. The fundamental change is that instead of trying to create artifically, under varying conditions and seasons, a good culturing environment on a large scale, the complete culture unit can be moved to the optimum natural environment. Large quantities of high quality seawater have always been the key to low-risk, high-yield culturing. The removal of the seasonality effects associated with fixed sites alone promises a several fold increase in yearly production. The major uncertainty is whether these advantages can be realized without creating a whole new set of critical problems. Many potential problems of logistics, operations, manning and management come to mind.

The evaluation of barge-based aquaculture started in 1976 when the author was asked about the feasibility of modifying surplus tankers for grow-out at sea. While the early discussions specifically involved lobsters, the same considerations hold for fish, crustaceans, and mollusks, and the concept was broadened. It soon became clear that it would be cheaper to build self-propelled barges designed, built and operated similar to floating dry docks. Unlike floating drydocks, the aquaculture barges would feature large bow doors, longitudinal bulkheads dividing the interior into raceways, self-propulsion and support facilities built into the wing walls. There are precedents for many of these modifications. The primary purpose of the study was to explore the technical and economic feasibility of the concept and to define potential problem areas. The conclusions were that such barges, with some specialized outfitting and modification of procedures, appear suitable for the grow-out to market size of fish, crustaceans, and mollusks. The survival threats of major storms at sea and design and operations of the barges themselves appeared to be relatively low risk, the riskiest item being the design of the bow doors. The figure provided with this article is of one such barge. The costs and revenues for the systems indicated yearly returns on investment in the range of 32 to an incredible 230 % for marine shrimp, so there is clearly economic potential. For the barge systems and species considered, a single barge would not produce over 2 % of the U.S. domestic market. Obviously, a number of barges would have to be built to have any significant impact on the market. The study, without much of the background data and details, was published under the title "Barge-Based Commercial Aquaculture" by Huguenin, Tobiasson & Huguenin, 1980, in *Marine Technology 80*, pp. 376-386 (Marine Technology Society conference proceedings).

The study effort within its limits clearly indicated technical feasibility and economic potential. It certainly justified additional efforts. Since nothing along these lines is going on in the U.S., what is the problem? The risks, as in all culturing ventures, are formidable. There are few close precedents and none at the required scales of operations. Simply, we do not have the experience to manage a large intensive culture system 35 or 40 feet deep, 120 feet wide by 400 feet long. While there are many ideas on how to build and operate such systems, they are not substantiated by even small-scale test data. In short, it would require a major long term research and development effort, involving laboratory work, pilot plants and subsize floating systems. It does not lend itself to the maximum three-year payback required for most private investment. In addition, the nature of marine research in the U.S. is towards narrow well-defined questions of academic interest, not the broad multi-disciplinary practical approach that would be required for such a development.

If the concept has merit, and I strongly believe it has, it will happen anyway, probably in countries that take marine aquaculture seriously and have already committed all their suitable sheltered coastal sites. There are already signs in this direction. I wonder how many years from now we will see Japanese-built aquaculture systems floating off our coasts? Whether or not there is sufficient vision and motivation in the United States for us to be the innovators and entrepreneurs in this aquacultural initiative, we will most certainly be among the world's biggest consumers of its production.

Students

TOM MARTIN, freshman, has selected engineering as his major. Although transplanted from the heartland (Gahanna, Ohio), he has thrived in the maritime atmosphere of the Cape.

WINTER TRAINING CRUISE: A FRESHMAN'S PERSPECTIVE

by Tom Martin

Reminiscing about the 1989 training cruise, I'm hit with a mixture of many emotions. My anticipation as well as my anxieties about the cruise grew as the end of the Christmas recess drew to a close. Being from an inland state and having very little background in dealing with the ocean, I felt a powerful surge of excitement as I boarded the ship that would be my home for the next two months. The days prior to sailing were hectic and were filled with the job of loading stores and getting all the gear aboard. But the day finally arrived when cold Cape Cod was left behind us, and we were bound for Mexico.

Living aboard took a lot of mental adaptation. Although seas were calm, it took some time to get used to moving about without running into everything. Having over 150 "roommates" was an experience in itself, but the close quarters gave everyone a chance to develop some equally close friendships.

The training cruise gave me an exposure to different cultures and languages. I admit that some of the ports were very beautiful, but I must confess that it really wouldn't have mattered where we pulled in. For me, the bulk of the cultural growth occurred at sea. Maybe it wasn't cultural growth in the usual foreign sense, but we were learning the culture and customs of the sea and of our merchant seamen instructors.

To my pleasant surprise, living aboard gave me a great opportunity to grow emotionally. Looking back, I have to say that I matured more during the training cruise than during any other period of time in my life. The long periods out at sea, totally isolated from terrestrial society, provided time to think about where one is headed in life and how to deal with the emotions generated from dealing with the same people day in and day out.

Tom Martin (left) enjoys a Curaçao beach with Marc Bianco and Sean Reagan.

Then there came the day we crossed the equator and participated in the shellback ceremony. Those were events that really made a major impact on my views of the career I have chosen and what the Academy has to offer. It was about at that time that I realized that I, at age 19, was living out a life that most people only dream of.

The Academy's winter training cruise, I feel, is one of the best things that Massachusetts' higher education has to offer, and I regard it as being one of the best personal experiences I've had yet. I perceive that my shipmates feel the same.

Cruise 1989

Cadets Raul Bryant and Nereo Navarro chart the course for *Patriot State*.

Time out for a little three-on-three.

Mark McManus (sitting next to the player with ball) poses with members of MMA and Trinidad-Tobago teams in Trinidad.

MARK W. McMANUS is a sophomore engineering major from Lynn, MA. He plays goalie for Buccaneer varsity soccer.

FULFILLING A DREAM—ALMOST

by Mark McManus

Ever since I was a young boy, playing soccer has been my first love. While playing, I have always dreamed of representing the United States in the World Cup against great teams such as those in Brazil, Italy, or West Germany. But as I grew older, I realized that this would only be a dream. Now, however, I have come pretty close to this dream.

During the 1989 "Shellback" Training Cruise, a squad of cadets represented the Academy and our country in two intense yet friendly soccer matches overseas. Our first game was on the island of Trinidad. The cadets battled high temperatures, humidity, and the Trinidad-Tobago National Defense Force squad. After spending almost three weeks at sea on board the *Patriot State*, our athletic training was not at an all-time high but, nevertheless, the Maritimers played hard. Unfortunately, we lost 3-0. After the game, both teams posed for pictures and exchanged smiles.

About three weeks later (enough time to recover from the first game), we played again in Puerto Rico. We played a local club that consisted of players between the ages of 15 and 23. The "Bucs" looked better than we did in Trinidad but lost 4 to 2. Interestingly, our two goals were scored by brothers, Ken and Allen Ronald of Duxbury.

When I think back on all the exotic ports I have visited on my two training cruises with the Academy, those two soccer games and the people I met there stand out among the more memorable events I have experienced. I will still dream of shutting out Brazil in a World Cup final. Thanks to my school, I have had a taste of it—a taste of a dream to represent the United States of America on the international soccer field.

Cadet Gail Skinner at the helm.

"Over the top". Cadets Andrew Geagan (right) and John Fernandez battle it out. Andy went on to win as top arm wrestler in his weight class.

MICHAEL W. McCARTHY, Taunton, MA, is a top engineering junior who has racked up a host of academic and leadership awards.

COMMERCIAL SHIPPING

by Michael McCarthy

As an alternative to the annual two-month training cruise aboard *Patriot State*, MMA also provides a special training opportunity for a select number of cadets in the junior class. I was fortunate enough to be one of those chosen. Twenty-five marine engineering and twelve marine transportation majors were picked through extensive competitive evaluations to participate in the cadet Commercial Shipping Program. Captain Wilson, the Academy's Placement Officer, is the "patriarch" of the program. Through his various contacts in the shipping industry, Captain Wilson was able to make arrangements with several shipping companies to accept the thirty-seven students chosen this year for sixty days of training aboard an operating commercial vessel.

Two days after Christmas, four of my classmates and I bid farewell to our families and friends and went on to meet our assigned ship USNS *Joshua Humphreys* in Cartagena, Spain. Flying from Boston to Cartagena with stops in New York and Madrid, we finally joined the ship just a few days before New Year's Eve.

The *Humphreys* is a Military Sealift Command (MSC) underway replenishment oil tanker. It serves to refuel the United States Navy's Sixth Fleet, which operates in the Mediterranean Sea. The *Humphreys*, a 700-foot fuel oil carrier, also has a helicopter landing pad installed on the after end of the ship. We did quite a few operations with Navy choppers during my two months on board. It was always exciting to watch.

The *Humphreys* was built just two years ago, and it boasts some of the most modern shipboard engineering systems developed. Its main propulsion plant consists of two 16,500-horsepower medium-speed diesel engines. The ship's engineers were extremely talented and were always eager to answer my questions. I learned quite a bit from them.

Michael McCarthy aboard USNS *Joshua Humphreys* refueling Navy carrier *John F. Kennedy* in the Mediterranean.

My daily responsibilities included eight hours of work: four hours of engineroom maintenance and four hours of engineroom watch. On watch under the direct supervision of a licensed marine engineer, I monitored all of the systems and machinery vital to the safe and smooth operation of the entire ship. It is an enormous responsibility being in charge of millions of dollars' worth of equipment, and it is certainly ample justification for a merchant mariner's big paycheck.

I spent the majority of my free time working on my academic sea project, which is a detailed description of all the main and auxiliary engineering systems installed in the ship. The sea project is no small chore. Between notes and diagrams, I compiled over 200 pages of data.

Recreation aboard the *Humphreys* was plentiful. I made quite a bit of use of the ship's basketball court and its weight room. I also spent some time in the officers' comfortable TV Lounge and the

Continued on page 28.

Cadet Chief Engineer Jim Soucy focused on his work.

Cadets Tammy Foye and Bob Keener "jazz up" a port reception.

All in the Family

The Academy family is made up of many elements and many stories. This is a story about two Academy alumni whose personal lives go back to the Academy's origin and who, with the Academy, will share their personal centennials during the 1990's.

Rutledge S. Goldthwait '13

The legislature established the Academy in 1891. Within a year, the Academy's commissioners had acquired a training ship and had started accepting student applications. Classes began in 1893. The first graduation was held on April 13, 1895.

Six weeks before that graduation, there was born in Salem on March 2, 1895, a boy named Rutledge Shaw Goldthwait. "Rut" was to become a member of the Class of 1913, Massachusetts Nautical School.

In Dartmouth on July 4, 1896, another boy was born, Frederick Howland. He, too, joined the *Ranger** in the spring of 1911 and, with Goldthwait, shares the distinction of holding the longest tenure as Academy alumni—seventy-six years. Both are life members of the Alumni Association. They, according to Academy records, are the oldest living alumni.

In those days, the school was more like a cross between the vocational schools and junior colleges of today. The course was two years aboard the training ship *Ranger* at Charlestown. Goldthwait embarked when he was sixteen and Howland when he was fifteen. Together, they sailed to Horta, Southampton, London, Queenstown, Leith, Edinburgh, Amsterdam, Cherbourg, Gilbraltar, Madeira, Bermuda, LeHavre, Plymouth, Malaga, Lisbon, and Tangiers. They graduated in March 1913, Goldthwait as an engineer and Howland, deck.

Engineer Goldthwait served as a non-commissioned officer in the U.S. army during World War I and as Resident Naval Inspector in Rhode Island during the Second World War. His principal vocation was that of quality control engineer, and he held state, regional, and national positions of leadership. He was elected Chairman Emeritus of the New England Council for Quality Control. As a side line, he was active in credit union work on the local, state, and national levels.

On retirement he moved to Clearwater, Florida in 1965 where he lives with his wife Doris. He remained active as a leader, serving as chairman or president of community organizations. He is in "remarkably good health" and recently underwent cataract surgery. He reminisces frequently of his years and of his classmates at the Academy and those "wonderful summer cruises" aboard *Ranger*.

On graduation, Captain Howland joined the U.S.S. *Nereus*, a Navy collier with a merchant crew, as quartermaster. In those days, most Navy ships burned coal so the collier's function was analagous to that of today's oilers. While in the Pacific, the ship's captain paid the crew in gold pieces. Howland still has "one or two, worth a lot more today."

Then in 1915, he joined the S.S. *Topila* and was commissioned a lieutenant and in the U.S.N.R.F; *Topila* carried supplies to Europe. After the war, he swept mines in the North Sea.

Between the wars, he sailed many ships—some foreign, even a four-masted schooner. During WW II, he "had some nightmarish and exciting times in the war zones." After the war ended, his ship had the dubious honor of carrying the first pregnant stowaway. "She was married to one of the crew. I also had 750 G.I.'s aboard returning home from the war, all with a keen interest in my stowaway."

Frederick Howland '13

Howland and his Scottish bride of 1924 raised a boy and a girl. Like father, their son developed a love for the sea and is now Captain Paul C. Howland with Woods Hole, sailing the world over.

Frederick Howland retired in 1962 as master of *Globe Explorer*, a bulk carrier of 22,000 DWT. He lives in Griffin, central Georgia. "I must admit I miss the water very much."

Three cheers for Goldthwait and Howland! Might we perhaps persuade them to participate in our centennial celebration two years from now?

Ranger was the name of the Academy's second training ship. In 1917, her name was changed. More recent graduates know her as *Nantucket* or "Nancy."

★ CLASS NOTES ★

1920

DR. WILLIAM R. HENDY, retired USCG, East Sandwich, writes "At 88, I am settled down on old Cape Cod. I can remember that at my graduation in 1920, the Admiral that spoke, in his final words, said 'I hope that all you young men have a successful career at sea and then retire to old Cape Cod'."

1922

GEORGE JUNG, retired, lives in Wakefield.

KENNETH C. MAYO retired with a Master's Unlimited and lives in Fort Myers, FL.

1927

CAPTAIN EDWARD F. JAEGER, at 82, is enjoying retirement in Lancaster, PA. He went through twelve issues of his Chief Engineer's license. A Registered Professional Engineer (marine) in Pennsylvania, he is a former president and chairman of E. H. and D., Inc. of Lancaster. He would love to hear from any classmates and sends "smooth sailing for all."

Edward F. Jaeger '27

1933

CAPTAIN DONALD L. CREED, USN (Ret.) and Professional Engineer (naval architect and marine engineer) retired in Annandale, VA.

1934

WILLIAM H. COLLIGEN, Glassboro, NJ, writes, "Although I have lost one leg and am on crutches, I'm still hanging in there, taking an equal strain on all parts, and refusing to vegetate. I'm keeping in touch with old American-Hawaiian shipmates, CAPT Charles Kacocha, CAPT Gerald J. Griffin, and CAPT Jack Kimberly.

1935

FRANCIS M. JACINTO. His wife Anna writes, "Francis and I cherished and reflected on memories of the '35 class reunion. In a semi-coma in his last days, he kept ordering ship parts as he relived D-Day and ensuing days on Utah Beachhead where he had served as a Navy Commander in charge of ship salvage and repair. Francis, a retired Colonel, USAF, proudly reflected the highest calibre of God-loving gentlemen and patriots—the MMA graduates. He died May 5, 1988, in Boca Raton, FL, and was buried with military honors."

1936

ROBERT A. MUSHET, Centerville, retired last year as Captain with the MV, WH, and NAN Steamship Authority. "Was shanghaied to deliver S.S. *Naushon* from Woods Hole to new owners in Boston last May. Aboard were several MMA grads to assist in keeping her in deep water enroute. I do a bit of marine consulting when requested."

HAROLD L. SHOLES, Baytown, TX, served in the Navy in WW II. He recalls seeing *Nantucket* moored at Kings Point during the war. He made a career with Exxon and retired as Master.

CAPTAIN OWEN E. THOMPSON reports that his wife Carolyn passed away two years ago. He retired from Kings Point and lives in Pelham Manor, NY.

1937

LOUIS S. HATHAWAY, Yankeetown, FL, is a faithful reader. After every issue, he writes in with notes and corrections to help keep us on the right track.

KARL J. LARSEN resides in Swansea.

George A. Davis '42

LAWRENCE N. LARSEN, Winthrop, enjoys reading MMM.

PAUL W. PITMAN, Saugus, retired from MEBA.

1938

WILLIAM COOKSON retired as LCDR, USNR, and is "anchored" in South Miami, FL. He attended his 50th reunion at MMA and was happy to see his classmates in shipshape condition. He wrote that he "sailed from Hyannis to the Academy and made a pierhead jump to attend the reunion." Mr. Cookson poetically claims, "The Class of 1938—the best to graduate."

1939

BERT L. DANIELSON retired as Chief Mate from American Trading & Transportation Company. Now he enjoys his home in St. Petersburg, FL.

Robert L. Simpson '43

RALPH F. JOHNSON, Deerfield Beach, FL, was transferred to Fort Lauderdale in 1986 by Rose Associates of Boston to start up a new office building and manage it and an adjacent office building. He is now retired and enjoys golfing, cruising, and travel. He and Marie celebrated their 47th wedding anniversary in January. "Life here is great!"

HARLOW A. LAZOTT spends his time between Massachusetts and his Waterford, ME, home. He's looking forward to his 50th class reunion in 1989.

EDWARD C. LODIGIANI, San Francisco, CA, "serves soup and salad as a fringe benefit to the volunteers aboard the liberty ship S.S. *Jeremiah O'Brien*. The fishes must have suffered bellyaches from eating all the food we threw overboard."

CAPTAIN RICHARD B. REDMAYNE, USN (Ret.) lives in Stratham, NH, and is the principal shareholder in a newly launched company called North Beach Seafoods of Seattle which wholesales fish worldwide. *FIFTIETH REUNION.* He is co-chairman of the fiftieth reunion with Captain TOM BURKE '39. The reunion will take place August 4-6 on campus. Write or call Captain Burke at 30 Windy Hill Road, Cohasset, MA 02025, (617) 383-0547.

CAPTAIN MILTON H. SHAW, USN (Ret.) lives in York, ME, and is glad to learn of the monthly meeting of MMA grads at the Portsmouth, NH, Holiday Inn. "A great bunch!"

1941

GEORGE BUCKWALTER retired in Onancock, VA.

EDWARD W. EMERSON operates a firewood business during the winter in Camden, ME, and an Irish Moss harvesting business in Stonington, ME.

Willis E. Hebb '45

1942

GEORGE A. DAVIS, East Orleans, is retired, sailing, and having FUN.

1943

EDWARD T. BYRNE resides in Somerset.

PAUL F. COLBURN is finding plenty of things to keep him busy in his retirement in South Berwick, ME. He's been renewing old acquaintances at alumni monthly meetings in Portsmouth, NH, "thanks to the efforts of George Duffy and Ed Hyder."

PETER KARONIS retired from the U.S. Navy as Commander and lives in Cushing, ME. He sends special thanks to Captain McCartney for organizing the reunion for 1943 graduates.

John Pidgeon '45

HARRY RICHARDS (formerly Harry Richard Skoniecki) lives in the Stockholm, Sweden, area.

ROBERT L. SIMPSON and his wife Edith of Centerville recently returned from Surabaya, Indonesia, where Mr. Simpson served as a volunteer with the International Executive Service Corps (IESC). Mr. Simpson, owner and operator of Avetec International (a poultry management consulting firm), had been recruited by IESC to assist P. T. Multifarm, Adiputra, Indonesia, a poultry breeding and hatchery farm, in increasing productivity, achieving profit goals, and suggesting solutions to future earnings growth.

VINCENT F. SORDILLO retired last winter and lives in Greenville, RI. He writes that he enjoys sailing his sloop *Second Wind* on Narragansett Bay.

1944

A. J. ARSENEAULT, JR., Knoxville, TN, writes, "Both anchors down and dug in. Riding smooth with calm seas and good weather. Retirement is habit forming. Can see the Smoky Mountains from the quarterdeck."

GUY A. LAMARCHE operates the Guy Lamarche Insurance Agency in Chicopee Falls. Still finds time to enjoy Wellfleet on the Cape and Naples, FL.

VERNON B. LAZERUS, Huntsville, TX, writes, "I don't know how I found time to work before retirement."

CLINTON SAMPSON retired in Paisley, FL.

ELLIOT S. SHAFER retired as Commander, U.S. Coast Guard and lives in Atlanta, GA.

VERNON WHITEHEAD, Washington, D.C., is in the process of retiring after 37 years as a Panama Canal pilot.

1945

SAMUEL COWITZ is retired in Morro Bay, CA.

DAVID GANAK, Belmont, writes "Thanks to MMA for an education and the opportunity to learn a way of life that has enabled me to hold my head high as a proud alumnus."

WILLIS E. HEBB, Worcester, is a master moldmaker for Norton Company. He's looking forward to his retirement which comes up in July of 1990.

ROBERT L. HUSBAND retired as Captain and is living in South Dennis.

JOHN PIDGEON, Saltsburg, PA, sailed with South Atlantic Steamship Company after graduation. He then attended Bowdoin College in Maine. He was a member of the U.S. Olympic Swim Team in 1948 at the London games. In 1957, he became headmaster of the Kiski School in Pennsylvania. He is still there and is now senior headmaster, or *doyen*, among all headmasters in the U.S. He holds honorary doctorates and recently published a book of speeches and articles. His wife Barbara Hafer has been elected Auditor General of Pennsylvania.

William S. Brady '51

AL YENULEVICH, Milton, attends the monthly alumni luncheons in Lynn and Buzzards Bay. "It's a wonderful way to keep in touch with young and older graduates."

1947

JOSEPH P. KILEY, Dedham, is the owner of Kiley Hardware Company, Inc. in Boston.

EDWARD J. WALL, JR. is Vice President of Commercial Union Insurance Company in Boston. He lives in West Peabody.

1949

PAUL FUSINI lives and works in Poughkeepsie, NY, as Senior Planner for IBM.

CAPTAIN ROBERT E. VAUGHN and wife Barbara, Coronado, CA, have returned to their home after renting it out for 17 years. He is Vice President of Arete Associates, Sherman Oaks, CA, and is soon opening an office in the San Diego area. He writes that Dick Blackington '51 lives across the street from him.

1950

ROBERT L. KENNIFF, Manchester, CT, is Director of Aetna Life & Casualty Company in Hartford.

1951

WILLIAM S. BRADY, Western Springs, IL, sailed on his license after graduation. He worked for Babcock and Wilcox for 20 years. About 10 years ago, he founded his present company, Spray Masters, Inc. of Countryside, IL, designers and applicators of plasma coatings. He is now the company's president and CEO.

Horace "Harry" Harrison '54

DAVID A. DODGE retired as Master from American Trading Transportation Company in February '88 after 28 years—17 as Master. Moved to Keene, NH, and bought out "Underwater Sports of NH" which he has been operating for over a year. "As NH's only Professional Association of Diving Instructors (PADI) Five-Star Development Center, we graduate about 250 students a year."

PATRICK HENRY, Riverhead, NY, is District Attorney of Suffolk County (eastern Long Island). He was the chief prosecuting attorney at the arraignment of Joseph Hazelwood, the former captain of the *Exxon Valdez*, following the grounding and oil spill in Prince William Sound, Alaska.

THOMAS E. HENRY summers in Babylon, NY, and winters in Stuart, FL.

1952

WILLIAM R. HENDY, JR., Sandwich, has served as Executive Vice President at MMA for many years. He started as an instructor and worked his way up through the ranks to his present position.

STEPHEN J. O'CONNOR is President of OCG, Inc. of Norwalk, CT. Steve lives in Weston, CT.

1953

JAMES LAWLER is a retired naval officer and lives in Bonita Springs, FL.

LOUIS R. ST. PIERRE, Beverly, is the Area Engineer for Polaroid in Waltham.

HAROLD J. SULLIVAN retired from the Navy as lieutenant commander and lives in Winter Park, FL.

CARL "GUS" SWANSON is with the Southern Maine Vocational Technical Institute in South Portland, ME.

WILLIAM W. WERNDLI, Commander, USN (Ret.) resides in Virginia Beach, VA.

1954

MARIO P. CIARA, Harvard, is President of PROMAC Engineering, Inc. of Chicopee.

HORACE HARRISON, Satellite Beach, FL, is employed by Rockwell International as Project Engineer on the space shuttle program at Kennedy Space Center, FL.

HUGH P. WARD, Vienna, VA, is retired and contributes to the Annual Fund in memory of his brother, John Ward, who was lost at sea in 1967.

John J. Spero '61

1956

VINCENT E. CORSANO, Monument Beach, is Executive Vice President of NAACO, Inc. in North Andover.

MORGAN T. RYAN lives in Gallston Lake, NY, and is President of Powmat.

1957

DONALD "BEN" F. HOGAN lives and works in Amado, AZ, as Support Supervisor for F. L. Whipple Observatory.

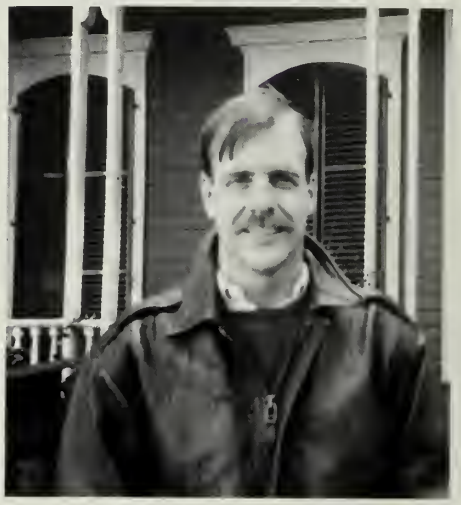
EUGENE D. MIRABELLO lives in Deerfield Beach, FL, and is Second Vice President, Investments for Shearson, Lehman, and Hutton of Fort Lauderdale.

1959

DONALD E. KADLAC, Somerville, NJ, works as Superintendent Engineer for Vessel Charters, Inc. in NYC.

1960

WALTON SCOTT HALE, Rockport, is still with Arco Marine, Inc. as Chief Engineer. "Had Cadet Charles Greenfield '89 on board in March/April. Have had other MMA cadets as well as MMA grads with us. Son Scott, Jr. is one of the 197 Class of '92 cadets. How the Academy has changed since 1960! The changes are a credit to all."



Colin O. Kenney '66

BENJAMIN J. SANTACROCE, Pembroke, recently moved back to Massachusetts from New Jersey and joined the management staff of Clean Harbors, an environmental services company headquartered in Braintree.

1961

JOHN J. SPERO, Harvard, continues to own and to operate Spero Construction.

1962

WALLACE K. BARTLETT lives in Horseheads, NY, and is Sales Manager,

Telecommunications Division, for Corning Glass Works.

1964

ROBERT T. COYNE, South Boston, writes that he's looking forward to his 25th reunion and understands that the last reunion's motel has been remodeled.

MICHAEL F. CUNNINGHAM enjoys the good life as he lives and works in Kailua, Hawaii. Mike is President and General Manager of Doonwood Engineering. He founded Doonwood in 1971, naming his firm for the village in Ireland where his parents were born. Doonwood provides mechanical contracting services, especially pumping systems for hotels and high rises. After graduation, he sailed with AT&T laying deep-water cables, and later he worked a short time for Chevron as a project engineer.

JAMES FOX was elected president of the MMA Alumni Association last December.

James P. Crane '69

WILLIAM M. HARRISON lives in Metairie, LA, and works as Marine Superintendent for the Waterman S. S. Corporation of New Orleans.

RICHARD W. JONES, Liverpool, NY, works for Stone & Webster Corp. as an engineer.

1965

WALTER J. CZERNY calls Chatham, NJ, home and is Assistant Vice President of the American Bureau of Shipping in Paramus, NJ.

1966

COLIN O. KENNEY is senior partner in ship brokerage for LQM Associates in New York City. "If anyone is interested in putting together a NYC Alumni Chapter, give me a call. Office: (212) 888-5309; Home: (212) 678-1008."

James J. Quinn '69

PAUL W. SAMOLCHUK, Conway, NH, is employed by A.P.L. as Third Engineer.

1968

STEPHEN R. BARTH, Hingham, sails as Chief Engineer for Central Gulf in New Orleans.

BRUCE McDONALD is President of Shamrock Maintenance in Ridgefield, CT.

1969

JAMES P. CRANE, East Sandwich, captains a ship for American Transport Lines out of Jacksonville, FL. He is pictured here in Buenos Aires aboard his ship *Sea Wolf*. He also heads up Crane Marine Enterprises, marine surveyors and consultants.

JAMES J. QUINN, U.S. Navy, is Commanding Officer of USS *Patterson* (FF1061) and homeported in Philadelphia, PA. *Patterson* has been undergoing overhaul, scheduled for completion this spring. Quinn and his antisubmarine warfare team have been training in Norfolk, VA.

1970

STEVEN C. HALL, Fairfax, VA, joined the Defense Mapping Agency in 1973 and worked his way up to Chief, Navigational Aids Division and Assistant Chief, Hydrographic Requirements Division. Then in 1987, he was confirmed as Chairman, International Hydrographic Organization Commission on the Promulgation of Radio Navigational Warnings. This international organization coordinates the globe's sixteen geographic navigation warning areas and develops improved methods and means to promote safety of life at sea. The Commission recently met in London.

KEVIN T. TAUBE sails as Chief Engineer for Texaco. He calls Hampton, NH, home. He married Sandy on board the *Night Rider* off Misery Island in August 1986.

1971

MICHAEL L. COLLYER lives in Mattapoisett with wife Ann, Dana (14) and Lindsey (11). He recently changed jobs and is now with Marine Safety Consultants, Fairhaven. He's doing vessel casualty survey work.

WILLIAM A. GOULD sails as Master for Cove Shipping and lives in West Milford, NJ. He happily announces the birth of his second son (Douglas) this past summer.

DAVID JOHN GOULET, Sagamore Beach, is sailing as Chief Engineer with Exxon.

GLENN R. LOOMIS, Marshfield, is employed by Boston Fuel Transportation as Chief Engineer.

1975

JOHN E. McCABE, Wellesley, continues his law practice there. He, his wife, and two children enjoy visiting the campus and canal.

Steven C. Hall '70

1977

STANLEY J. KOZIK, Westfield, has been sailing with Sun Transport, Inc. as Chief Engineer for 10 years. "Just sailed with Paul McDonald '88 on *America Sun*."

MICHAEL J. LYNCH, Sterling, works for Riley Consolidated as Manager, Training and Development. Michael says that many maritime grads are finding land jobs in the power generation industry and that many MMA grads are working for his company in Worcester. "Look me up!"

BRUCE E. MINNETTE, South Easton, sails as Chief Engineer for Exxon.

LAWRENCE RITTER, Harwich, is employed by MEBA.

THOMAS J. TEIXEIRA, Winthrop, is employed by Central Gulf Lines as Second Assistant Engineer.

1978

EDGAR C. EARLE III resides in Dartmouth. His father, Edgar C. Earle, Jr., who had served a number of years as a member of the Academy's Board of Visitors, recently passed away.

ROBERT J. LeBRUN, Rowley, works as First Engineer for Texaco, Inc.

ANDREW H. MUNTER lives in Springfield, PA, and is Port Engineer for Sunoco. He is responsible for maintenance and repair of the tug/barge/coastal tanker fleet in the New York Harbor area. He says that MMA grads are working in the fleet, and Jim '71 & John Seifirth '67, Mike Smith '82, and Bill Broadley '66 are in New York. When in Philadelphia, call him, Bruce Wagner '76, or Don Lindquist '67, all MMA grads, at (215) 447-3516.

CHARLES F. ROWE, Fall River, works as a piping engineer for Badger Engineers.

Kevin T. Taube '70 and wife

GEORGE L. WOODS III, works as Second Assistant Engineer for Interlake S/S Company in Cleveland, OH. "Having a great life on the Great Lakes. Any grad in the Ohio area is welcome to call and stop by."

1979

GARY A. DAMIECKI is a mechanical engineer for the F.D.A. He and wife (MMA Trustee) Marilyn (Bowen) MMA '82 have moved to Mashpee.

PATRICK D. DUNPHY, Pittsburgh, PA, is a consultant with Factory Mutual Engineering. He sends a "howdy to all BBC and LBS members."

LAWRENCE M. MORRISON, Laconia, NH, has his Chief Engineer Diesel license and is now sailing as Chief Engineer on the M/V *Samuel Cobb*.

BRIAN G. O'LOUGHLIN, South Weymouth, is employed by Boston Edison as a nuclear plant operator at the Pilgrim Station in Plymouth.

JOHN A. PARDI, Madison, CT, is shipkeeper for the Sheridan Transportation Company out of St. Croix, USVI. He invites visitors to call him at (809) 773-6469.

PAUL J. SCORDATO is the Northeast Sales Engineer for Kemco East Company in Ellington, CT. He writes that it was "good seeing all the former MMA lacrosse alumni at the last alumni game. Hope more will come next year."

1980

MICHAEL D. CLARK, North Weymouth, is Second Assistant Engineer for MSC.

JOHN M. KELLY has moved to Fort Myers, FL, and reports that he has seen or talked with classmates Joe Keefe, Walter King, and Chris Hoyt this year.

DANIEL E. O'CONNOR, North Falmouth, works as the major accounts manager of Ashton-Tate Corporation in Torrance, CA.

CHRIS ROLLER, East Sandwich, is employed by Sedco-Forex.

GLEN W. SHENKIN lives in Durham, NC, with wife Diana and 28-month-old Brian. They were awaiting the birth of their second child this spring. Glen is a Maintenance Supervisor and Project Engineer for Lenox China.

RONALD E. SWANSON lives in Bay City, TX, and works as a start-up engineer for Bechtel Power Corporation, Gaithersburg, MD.

JAN W. WAALEWYN, Hillsboro Beach, FL, is Chief Mate with Maritime Overseas Corporation.

1981

RONALD J. ARIAGNO. Excerpted and reprinted, courtesy of *International Male®*, 2800 Midway, San Diego, CA: "When he's not meeting the demands of a strenuous modeling schedule, multi-talented Ron Arragon [his professional name] is busy pursuing his acting career. The brown-haired, blue-eyed Cape Cod native is a Massachusetts Maritime Academy graduate. He lives on the California coast. Irrepressibly active, Ron is accomplished at ice hockey, racquetball, and golf." Break a leg, Ron!

Ronald J. (Ariagno) Arragon '81

KEITH S. BRAIS, Attleboro, is a student at the New England School of Law.

DANIEL J. McCAY lives in Enfield, NH, and works as Shift Supervisor for Hemphill Power & Light Company in Georges Mills, NH.

MICHAEL T. McDONALD, Brookline, is HVAC Supervisor at Fidelity Properties in Quincy.

HOWARD R. SMART is a marine engineer for Arco Marine, Inc. in Long Beach, California, yet Howard's home is in Saunderstown, RI.

1982

STEPHEN M. BROWN lives in Scituate with wife Cindy and three-year-old Katie. Michael Patrick arrived on March 31, 1988.

ROBERT J. GALLAGHER, Jamestown, RI, is employed by Alexander, Starr, and Kersey as an engineer.

JULIE A. MAGINNIS lives in Arlington, VA, and is Assistant Program Manager for Presearch, Inc.

ROBERT G. McCARRICK, Fairhaven, is sailing with D-2 MEBA as Second Mate. He recently "caught up with" Pat Griffith and Peter Cabral. Would like to hear from other '82 classmates.

BRADLEY K. SMITH, Falmouth, is Chief Mate with MSC, Pacific. His most recent ship was USNS *Hassayampa*.

PHILIP A. SOLITO has moved from Fort Lauderdale, FL, to Stoughton, MA.

CHARLES P. TUTTLE, Centerville, is Director of Marketing with Tuttle Travel Services in Hyannis. "Returned to Cape Cod in January '88 with wife Lori and son Christian. The travel industry is great! Enrolled in Northeastern University's Executive M.B.A. program in January '89."

1983

SAMUEL A. DiBARI, Philadelphia, PA, works for the Naval Ships Systems Engineering Station, NAVSES, as a mechanical engineer.

PAUL J. McMAHON, Wollaston, is Quality Control Director for Sarnafil, Inc. in Canton.

DANIEL V. TODESCA lives in Port Hueneme, CA, and works for Naval Ship Weapon Systems Engineering Station as a mechanical engineer.

KENNETH R. GRANT, Newport, RI, is a lieutenant in the U.S. Navy and is a Surface Warfare Officers' School instructor.

THOMAS P. KILLILEA has moved to Fort Worth, TX, and still works as an engineer for Stone & Webster.

JOHN McLAUGHLIN, Norwell, works for 3A Marine Service in Hingham. He started his career as a marine technician in junior high school, continued part-time while at the Academy, and has recently received a national award in his field. [*See letter to Editor*]

CHARLES S. PARNELL, Dorchester, is Third Assistant Engineer with Crowley Caribbean Transport.

1985

CLARE S. BISHOP, Waltham, writes that working at Mass. Water Resources Authority is good. Clare hopes to see a lot of her classmates at the Alison Rollins Memorial Golf Tournament in '89.

JEAN A. PILLARD, Wollaston, sails as Third Engineer for Crest Tankers.

JOHN R. PRENDERGAST and Diane Cataldo married in November '87 and live in Danielson, CT. John is Field Technical Service Engineer for Combustion Engineering of Windsor, CT. He is working on starting up a Trash to Energy Power Plant in Hartford.

LIEUTENANT DAVID M. SALUTO, USN, naval aviator, serves with a helicopter squadron at Naval Air Station, Mayport and lives in Ponte Vedra Beach, FL.

RICHARD H. WILSON lives and works in Philadelphia for NAVSSES as a mechanical engineer.

1986

ROBERT K. FANNING, Seabrook, NH, is an auxiliary operator for Seabrook Station in Malden.

JOHN W. HANLON, Worcester is Shift Supervisor for Fluor Daniel Corporation.

STACEY A. MIZARAS, Middleboro, is sailing as Third Assistant Engineer on the tanker USNS *Sealift Indian Ocean* for Marine Transport Lines. She has recently sailed from Japan to the Persian Gulf.

LEON W. PLUMER has moved from Newbury, MA, to Meriden, CT. He is Plant Operator for Wallingford Resource Recovery. **DAVID H. SARGENT**, Cohasset, is Shift Supervisor for Springfield Resource Recovery in Agawam.

CHRISTOPHER TOMASINI and **DAWN (DINEEN) TOMASINI** '85 are expecting their first child this summer. Chris is presently employed by Boston Edison Company. They reside in Savin Hill.

1987

ENSIGN SCOTT E. CORSANO, USN, Monument Beach, has been sailing aboard the USS *Connole* (FF 1056) in the Mediterranean. He has been to Naples, Alexandria, Cartagena, Toulon, Cairo, and many other ports. "Join the Navy and see the world."

VICTORIA MILES, Brockton, is still with Marine Systems Corp. as a test engineer. She is working toward another degree in computers.

Gilbert E. Myette, Jr. '87 and bride

GILBERT E. MYETTE, JR. and Beth were married September 17, 1988, and honeymooned in Bermuda. They're home in East Matunuck, RI, where Gilbert works for General Dynamics, Groton, CT, as Nuclear Test Engineer.

JAMES R. PERRY, JR., Millbury, is employed by Dresser Pump Division as an application engineer.

ENSIGN JEFFREY J. RICHARDS reported aboard USS *Capadanno* (FF-1093) in Palma De Mallorca on July 18, 1988. He was assigned as a main engines and auxiliary officer. He writes that he "hasn't found much use for a sextant in the hole! What the heck, I'm having a great time anyway!"

LEONARD D. SAMPSON was married on September 17, 1988 to Margaret (Meg) Clayton in Wappingers Falls, NY. **KEVIN C. FISK** '86 was groomsman. Leonard is now sailing for Crest Tankers.

1988

ENSIGN NEIL A. DABOUL, NOAA, Longmeadow, writes, "Setting up a new NOAA training command from USMMA to Fort Eustis, VA. From that point, it's out to sea aboard NOAA ship *Discoverer* out of Seattle, WA."

DANA A. FLYNN lives and works in Plymouth as Assistant Harbormaster for the Town.

GEORGE A. HUGHES, Nantucket, is sailing in the Persian Gulf on the S.S. *Ocean Wizards*, an oil tanker under assignment to the government of Kuwait. He serves as A/B Seaman for Glen Eagle Management.

JOHN F. ROMAN, JR. moved from Quincy to Somerset and is employed by New England Power as Auxiliary Operator.

SCOTT M. TOZZI lives in Rocky River, OH, and is employed by U.S. Steel as Third Engineer.

In response to our last issue, families, friends, and classmates have notified us that the following alumni are no longer living.

1919 Harold B. Wilkinson
1921 Homer A. Severne
1922 Norman B. White
1926 Thurlow MacBrayne
1928 William W. MacKenzie
1930 Frederick R. Noyes, Robert B. Smith
1932 Leo T. Atkinson, Clarence H. Campbell
1933 Vittorio P. Bellucci, Martin D. Berg, Richard R. Davis, Vincent E. Dougherty, William R. Elms, Thomas P. Farrell, Joseph D. Healy, William D. Hemeon, Victor B. Magnuson, Philip W. Mallard, Donald L. Quick, Phillip A. Rollings, Arthur J. Wallace, Jr., Frank A. Young

T. A. P. S

1934 Richard E. Berger, Thomas D. Donovan, Stanley T. Packlick, George E. Talbot, Jr.
1936 Thorwald C. Allen, Anthony Kudlay, Edward Novak, Frank R. Richmond
1937 Francis A. Litchfield
1939 Kurt G. Person, Roger A. Steward
1940 Reginald M. Curtice
1943 Webster A. Johnson
1944 William E. McKeon, Frank D. Tibbetts
1945 Henry M. Johnston
1947 Phillips E. Bolster
1955 Joseph F. Kochanowicz
1957 Richard J. Greer
1958 Charles D. Collis
1963 Joshua E. Mooers

TRACING LOST PERSONS

The list is getting shorter. We're down to 800-some missing alumni. If you know the whereabouts of any of the following, notify us using one of the postage-paid cards enclosed or call (508) 759-5761 and ask for the editor Arch Swarztrauber or the alumni affairs director Mike Joyce or leave a message with the MMA switchboard operator.

1950's

1950 — Joseph A. Concannon, Ronald J. Curry, Roger D. Freeman, Ralph H. Gerbrands, Stanford W. Hammond, James McLoughlin

1951 — John M. Barry, David E. Howes, William C. Menzler, Stanley Pacuk, John M. Reynolds, Richard Severyn

1952 — Paul J. Davidson, Arthur E. Loubris, Paul F. Maginnis, James J. O'Connell, Albert C. Schutz, Jr., Dean C. Stratouly, Theodore A. Wilsing

1953 — Richard L. Balboni, Arnold D. Barton, John J. Carton, Joseph W. Cunniff, James J. Dagdigian, John E. Donovan, Joseph G. Dumas, Harold W. Fink, Alfred R. Kenyon, Jr., Paul B. Lessard, Raymond E. Lewis, Robert E. May, Francis I. Mycue, John O'Neil, George H. Randall, Jr., David A. Sudrabin, John E. Sullivan

1954 — Edward P. Baldwin, Richard E. Doucet, Edward D. Johnson, Warren W. MacCallum, Jr., Robert W. Preston, Donald A. Sinclair, Sanford L. Williams

1955 — Robert F. Conway, Alan L. Foster, Peter L. Galanis, John P. Halligan, David V. Sheehy, Ronald M. Smith, Clarence I. Sterling

1956 — Frank S. Burgess, William R. Canniff, Eugene F. Coughlin, George E. Cullinane, John W. Edney, John F. Fitzgerald, John P. Hemmalin, Donald R. Johnson, James P. Johnson, Richard W. MacDonald, James B. Mulqueeny, Theodore R. Parent, William P. Vesey

1957 — Robert N. Anderson, Lincoln M. Kennedy, Lawrence B. Meyer, Russell H. Persson

1958 — John P. Callahan, George E. Cull, Robert I. Donnellan, John E. Dowd, Jr., Kenneth H. Fisher, Paul D. Harrington, William J. McDonough, Robert J. O'Connell, James M. O'Neil, Manuel V. Perrotti, Wilbur S. Shepherd

1959 — Stephen B. Collins, Robert W. Litchfield, Gordon R. Troungo

1960's

1960 — Roger A. Fredette, John J. Horgan, Edward T. Lynch, Jr., Edward J. Ricciardelli, Michael F. Rogan

1961 — William E. Atkins, Jr., John J. Crocker, Alfred L. Farrell, James E. Robinson

1962 — Thomas J. Byrne, John W. Doherty, Jr., Vincent M. Frederico, Edward P. Haley, James J. Mooney, Jr., Peter A. Richt, Edward Timoney, Peter A. Verrochi

1963 — Alan F. Grinnel, Gerald A. Harkins

1964 — Peter D. Avakian, Thomas J. Brunell, James D. Crane, Leo F. Flanagan III, John J. Jarzobski, Jr., Mario X. Quintero, David E. Sexton, Joseph E. Snow

1965 — Walter E. Paige, Jr., Roger C. Saunders, Roy H. Saunders, Richard B. Stroud

1966 — Robert C. Amesbury, Edward G. Boucher, William A. Broadley, Jr., David C. Carpenter, Michael F. Sylvia, Russell Woodill, Jr.

1967 — Richard A. Aldred, James Arruda, James G. Bell, Steven B. Broderick, Edward S. Callahan, Ronald E. Colpus, Robert W. Gunning, Warren T. Harrington, James E. Hickson, Anthony F. Ilacqua, Lawrence Izzo, Paul G. Lucas, Edwin W. Plezia, Paul J. Riley, Kenneth J. Semple

1968 — William D. Barr, John J. Cole, Wynn F. Deschamps, Timothy F. Hayes, Lawrence A. Keidel, Robert H. Kenyon, Gregory J. Kopcak, Arthur J. Levesque III, Steven J. Mulak, Leonard P. Murphy, Edward E. Roach III, Anthony Scarlata, Paul D. Winskowicz

1969 — Stephen A. Aldrovandi, Thomas Bayerle, David J. Crowley, Jr., Henry A. Davoli III, Robert A. Dow, Mitchell L. Kilgore, Roland G. Mallett, Timothy F. Miskell, Christopher V. Ormsby, Edward W. Peach, Gary N. Poor, William J. Rovas, Edward J. St. Pierre, Kenneth R. Tansey, David R. Thomasset, Richard M. Vienneau

1970's

1970 — Clayton E. Brown, Michael Clark, George B. Clarke, Mark W. Foley, Jay W. B. Frank, Christopher P. Gallivan, Kris J. Karandy, Christopher C. Kelley, Philip E. Lakaszcyck, Frederick B. Mayer, David E. McDevitt, Peter J. O'Beirne, Clarence J. Santos, Jr., Herbert R. Staehr, Joseph A. Steen, Karl R. Stukis, Stephen G. Ward

1971 — Robert W. Baker, Bruce R. Bulger, Wayne L. Edwards, Walter L. Goyetche, Jr., Stephen H. Gray, Joseph P. Landrigan, Dana R. Mortimer, Donald S. Pacuska, John Robertson III, James T. Sumner

1972 — George P. Arsenault, Stephen W. Barry, Paul R. Bedard, Daniel J. Bell, Bradford L. Bouchard, Michael F. Cahill, Thomas S. Caia, Robert W. Condon, Mark R. Durand, Leonard T. Freitag, Paul F. Gavin, Jr., Dana C. Keyes, Jr., Gary M. Levesque, Douglas R. Mair, Jonathan E. Mayhew, John M. McAdam, Charles R. Menzel, Gary R. Morse, Randall P. Parmentier, Frank R. Peterson, William C. Peterson, Lee S. Poland, James J. Tomkinson, Charles E. Tuck, Dennis J. Walsh

1974 — Robert P. Fisher, John P. Galvin, Christopher P. Kerins, Joseph Krystofolski III, Paul D. Travers, David E. Wilder

1975 — Mark P. Ames, Anthony A. Cavalier, Edward C. Clair, Emilio T. M. Fernandez-Sierra, Michael C. Hall, Robert C. Hillery, Robert R. Jordan, Jr., Mark Kastius, Rob R. MacGregor, David F. Rolph, Ernest Wegman, Jr., Richard J. Weyland, Wayne T. Wise

1976 — Louis T. Bach, Richard C. Belcher, Stanley F. Bostic, Francis Bradley, Thomas J. Bradley, William C. Counter, Daniel J. Dahlgard, David Denietolis, Paul H. Dennis, William S. DeWitt, Jr., Richard D. Doherty, Jr., James R. Dooley, Brian M. Ferguson, William J. Gosselin, Jr., Mark R. Hallahan, Frederick C. Hugill, Jr., Joseph U. Ihediwa, Carl R. Lindquist, John R. McAloney, David R. Unangst, Bradley A. VanLoan

1977 — Peter H. Brown, Charles R. Chaplin, Jr., Martin L. Costa, Michael J. P. Crehan, Michael F. Duarte, David R. Ellis, Paul F. Furey, Patrick J. Gillen, George E. Harris, Jr., Robert T. Hiney, Eric F. Hubler, Roy A. Jaruk, William F. Keller, Jr., Thomas F. McKenzie, Paul F. McQuarrie, F. John Nicoll, James M. Olson, Stephen H. Parsons, William P. Sickles, Gordon S. J. Smith, Edward G. Toomey, Alan J. Tupper, Rocco S. Vinzi, Glenn Woodward

1978 — Khaled Y. Al-Hashel, Waleed S. Al-Khaledi, Ahmad M. Al-Sharrah, Lawrence O. F. Bereiweriso, Daniel T. Boucher, Paul M. Buckley, Thomas C. Campbell, Michael L. Clement, Michael M. Coleman, Kenneth P. Colmer, Mark T. Conroy, Geoffrey P. Dunlop, Michael J. Fauvell, Steven K. Felton, Duane S. Fulmer, Khaleel E. Hussain, Donald M. Keefe, Daniel H. Kelley, Daniel A. Kelly, Louis J. LaCava, James F. Lariviere, Joseph Lavin, Robert W. Madden, Jr., Robert S. McKillop, Matthew Nunes, Kevin P. O'Halloran, Steven J. Paglierani, Russell J. Perry, Jr., Stephen L. Quinn, Peter E. Rigney

1979 — Rick J. Cristofano, Richard E. Lyall, Mihdi M. Ridha, Gary S. Steinmetz, Anthony E. Vesce

1980's

1980 — Richard M. Andrews, Brian E. Corriveau, Stephen T. Costello, Emmanuel C. Ikpo, John M. Keller, Alan P. Lepore, Michael F. Lyons, Mark M. Madden, Jeremiah T. McCarthy, Bruce W. Pollock, Paul E. Rich, Jr., Michael J. Rizzo, Kevin M. Rogers, Thomas V. Smith, William N. Wagner, Glenn E. Walker, James L. Watson III, Eric M. Weiner

1981 — John F. Attridge, Jr., Cyril Bassich III, Robert W. Clark, Bradford L. Crosby, Richard A. Deveaney, Joseph M. Donnelly, Kenneth L. Giacomuzzi, Randall H. Macy, Paul B. McCarthy, Patrick J. McCormack, Paul J. McGourty, Jeffrey M. Messier, Jeffery A. Patch, Christopher Yetten

1982 — Gary W. Bennett, Paul B. Clifford, Michael Cortese, Steven R. Demers, John J. Doherty, Matthew J. Garside, Shaun R. Golden, David E. Noyes, Edward A. O'Neill, Kurtis F. Sample, Mark A. Schweizer, Steven P. Sweetman, Fred C. Treptow, Gary M. Woods

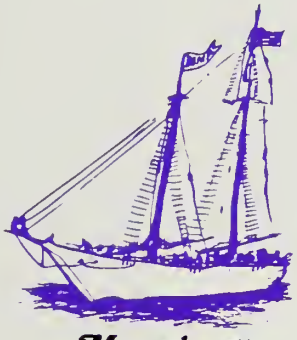
1983 — Robert W. Banden, Jr., Gary R. Conway, Thomas E. Danti, Scott J. Ferguson, Stephen A. Gioulis, Andrew J. Graham, John D. Lavallee, Thomas F. McElhinney, Ryan M. Patch, Kenneth A. Pettine, Michael J. Rogers, Michael A. Sano, Christopher P. M. Shea, James A. Stewart, Peter F. Sweeney, Norman L. Wall

1984 — Donald G. Atwood, Susan R. Desjarlais, Timothy P. Eglin, Joseph M. Feeney, Stephen A. Morrissey, Stephen P. Murphy, Michael J. Palczynski, David F. Price, Robert B. Sholler

1985 — Michael F. Carr, Timothy J. Doherty, Reginald P. Fitzgerald III, Jerome F. Hamel, Keith A. Levin, Charles P. Livoli, Jr.

1986 — William C. Eldridge, Jonathan D. Humphrey, Christopher W. King, Jeff T. Lewis, Richard B. Perkins, Jr., Christopher M. Sirkis

1987 — Michael J. Bridgeman, Eric P. Jorgensen, Charles B. Lagerstedt, Philip M. Mahoney, Jr., Sean D. O'Connor, Guy C. Peznola, P. Momolue Sambola II, David L. Vallerie



Massachusetts MARITIME Magazine

TRIVIA QUIZ

In 1916, residents of Nantucket requested that a passenger aboard the training ship *Ranger* be shot and his brain be examined. Who and why?

ANSWER: The ship's mascot, a dog, was requested to be shot and his brain examined for rabies (the procedure at the time) after he allegedly bit a person in the port town of Nantucket. These requests were officially denied for the reason that the dog "was owned by the State of Massachusetts, being bought by the State and presented to the Ranger *four years ago."*

COMMERCIAL SHIPPING

Continued from page 20

ship's library. However, the best form of recreation was going ashore when the *Humphreys* was in port refueling. In just two short months, we visited five different ports in the Mediterranean. I was able to go sightseeing in Spain, Italy, Sicily, France, and Mallorca. The highlight of my travels was visiting the French Riviera, which met all of my high expectations as being Europe's most exclusive resort area.

Although my involvement with the cadet Commercial Shipping Program turned out to be a lot of work, it was well worth the effort. The individual training, the traveling, and the contacts that I made in the industry all contributed to both a fun and beneficial educational experience.

Cadets "charge" up Beacon Hill.

STATE HOUSE DAY

In April, the nine Massachusetts state colleges co-hosted a "State House Appreciation Day" in the capitol building. It was a joint effort of students, faculty, staff, alumni, and trustees to express appreciation to the legislators and government officials for past support and to solicit continued support for higher education in the Commonwealth. A good turn out, everyone enjoyed music, nibbled finger foods, perused college literature, heard short speeches, looked at videos, slide shows, and displays, and met one-on-one with senators and representatives.

Admissions chief Skinner displays Academy literature.

Cadets Belskis, Baldino, Batchelder, Shadrach, and Bianco parade the colors while Cadet Bill Murdock solos the national anthem (off camera).

Cadets Paul Dittman, Teodoro Hall, and Chuck Monestere in concert under the Gold Dome of the capitol.

Governor Dukakis was one of the eight luminaries to address the gathering.

Royal Visit

Bound southeast off the coast of Brazil, the Academy's training ship *Patriot State* rolled out the red carpet for a royal visit by King Neptune and his Royal Court, accompanied by Davey Jones and his band of pirates.

The royal reception occurred on Monday, 30 January 1989, and it marked the first equator crossing by an Academy training ship in fifteen years. Thus only a scattered few members of the Regiment of Cadets had earlier appeared before the Royal Court. By day's end, all "lowly polywogs" had been initiated into the mysteries of the Order of the Trident and had become "Shellbacks"—members of the Realm of Neptunus Rex.

The actual initiation ceremony that transforms "low life" into world traveling, experienced shellbacks is still kept secret, but participants in this year's event did reveal that the equatorial arrival of King Neptune, Davey Jones and company was one of those memorable events of a lifetime.

Each initiate received a colorful shellback certificate which serves not only as a keepsake but also as immunity from another "crossing the line" initiation. On the occasion of future crossings, these cadets (as shellbacks) would assist King Neptune and Davey Jones in initiating other polywogs. Some will look forward to it as a "cultural enhancement opportunity" whereas others may consider it simply "sweet revenge."

The *Patriot State* was bound for Rio de Janeiro and during the next few days steamed to the approaches of that great port only to be disappointed by the news that all Brazilian ports had been paralyzed by a wildcat dock strike. So the ship turned back and made a hastily arranged but successful call at Willemstad, Curaçao. Other ports visited were Vera Cruz, Mexico; Port of Spain, Trinidad; San Juan, Puerto Rico; and Port Canaveral, Florida. Enterprising cadets ventured on their own to places like Acapulco, Aruba, Tobago, and Disney World.

Captain John Gibbons welcomes H. M. King Neptune to the bridge of *Patriot State* while . . .

Davey Jones "cleanses the slime from low-life polywogs", transforming them into shellbacks.

RAPHAEL CITED

Daniel "Danny" Raphael

There are 3,204 Academy alumni and present day students who know the face of Daniel Raphael. That's a large number when one compares it to the total number of graduates in the college's history—6,528.

Danny, as everyone knows him, lives in New Bedford. He has been working at the Academy since April, 1972—more than seventeen years. A licensed seaman, he is a member of the maintenance staff and is a part-time member of the campus police. He has an infectious smile, and you never know when he'll hand you a bag of cranberries or some other "goodies" from New Bedford.

Governor Michael Dukakis (since we last went to press) honored Raphael at a formal dinner in Boston and presented him with the Commonwealth Citation for Outstanding Performance.

Book Appeal

The Captain Charles H. Hurley Library of Massachusetts Maritime Academy is appealing for donations of books to its collection. Of particular interest are out-of-print maritime books and manuals that are still used in U.S. Coast Guard examinations.

The library staff will check the condition of donations for suitability as additions to the collection. An itemized, dated receipt will be issued for all accepted items. Because IRS regulations discourage appraisal by recipients, estimates of value (if desired) must be arranged for by the donors. Unacceptable items will be disposed of by the library or held for the donor to reclaim.

Please send or deliver your gift books to

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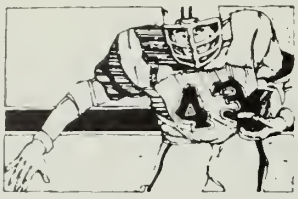
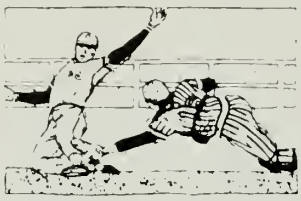
Massachusetts Maritime Academy
P.O. Box D
Buzzards Bay, MA 02532-1803

Direct deliveries may be made Mondays through Fridays (except holidays) between 8 a.m. and 3 p.m.

Sports

Nantucket Baseball?

Yes, the familiar cry of "Let's play ball" was heard at the Charlestown Navy Yard in 1931. The 1931 team is pictured aboard *Nantucket* berthed at Pier 1. Standing, left to right: John Brozek '32, Ernest Melbye '32, Frederick Merrill ex-'33, Raymond Smith '32, Reginald Pinto '33, and Peter Grahn '33. Kneeling: Richard Casilli '31, and "Gun Deck" Smith '33. The photo was taken by Fred Arold '33, currently retired in Methuen, with his Kodak Brownie camera.

That year, the "Nancy" cruised to Provincetown, Gibraltar, Palermo, Athens, Istanbul, Milos, Malta, Algiers, Madeira, and Long Island—11,087 miles.

Baseball team member Frederick Merrill did not graduate. He was expelled in Plymouth, England, for an alcohol violation despite the fact that the executive officer, Norman "Red Lead" Merrill '25, was his uncle. The expelled cadet returned to the U.S. aboard the S.S. *Manhattan*. Aboard, he met a Hollywood starlet, who had been touring Europe, and he married her. They were later divorced.

Does this baseball story have a familiar ring to it? Like maybe the 1980's?

Football Coach Ruggeri and staff follow the action from the Buc sidelines.

BUCCANEER FOOTBALL ON A FIFTEEN-YEAR ROLL

Coach Don Ruggeri and a scrappy 1988 Buccaneer football team brought yet another winning season to Taylor's Point with a final 5-4 mark for the season in New England Football Conference play.

The Bucs dropped a close 14-10 opener to strong Curry College, an early indication that they would be contenders in the NEFC South Division. MMA bounced back at home one week later in a Homecoming victory against Maine Maritime. The Bucs then reeled off three more wins making four in a row and putting them in a tie with Worcester State for the top spot in the Division.

Injuries and the grind of the long season seemed to take a toll over the next three Saturdays as the Bucs dropped three in a row (Univ. of Lowell, Worcester State, Bridgewater State). At 4-4 with one game left, MMA faced the prospect of the first non-winning season in the last fifteen years. After a slow start in the season's finale against Southeastern Mass. University, MMA rallied in the final period to hang on for a 16-6 win. The 5-4 record brought the MMA modern football slate to an impressive 84-55-1 from the time MMA became a four-year college (1973-1988).

Senior Bob Gralton was selected as All Conference First Team Defensive End. Second Team All Conference honors went to Mike Redfearn (WR), Tom Pigott (OG), Tim January (LB), and Terence Leahy (DB). Gralton was also selected for the ECAC All New England team.

Sixteen starters return in 1989 along with a fine crop of incoming freshmen giving Coach Ruggeri and his veteran staff reason for optimism in the fall. Selected to lead the football Bucs as captains in 1989 are seniors Chris Nardone (Bayshore, NY), Tom Pigott (Winchester, MA), Mark Joyce (West Hyannisport, MA), and Bob Delhome (Belmont, MA).

Lacrosse attackman Paul Biata, senior, in pre-game warm-up against Nichols College. The lacrosse team posted a 4-5 season.

MMA 1989 Varsity Football Schedule

Date		Opponent	Day	Time	Place
Sept.	9	Curry College	Sat.	1:00 P.M.	Home
Sept.	16	Maine Maritime	Sat.	1:00 P.M.	Away
Sept.	23	Framingham State	Sat.	1:00 P.M.	Away
Sept.	30	Westfield State	Sat.	1:00 P.M.	Home
Oct.	7	Fitchburg State	Sat.	1:00 P.M.	Home
Oct.	14	University of Lowell	Sat.	1:00 P.M.	Away
Oct.	21	Worcester State	Sat.	1:00 P.M.	Away
Oct.	28	Bridgewater State	Sat.	1:00 P.M.	Home
Nov.	4	Southeastern Mass. Univ.	Sat.	1:00 P.M.	Away

MMA 1989 Soccer Schedule

Date		Opponent	Day	Time	Place
Sept.	9	Eastern Nazarene	Sat.	1:00 P.M.	Home
Sept.	16	U. Mass., Boston	Sat.	1:00 P.M.	Home
Sept.	23	Nichols College	Sat.	1:00 P.M.	Home
Sept.	26	Bridgewater State	Tues.	3:30 P.M.	Home
Sept.	28	Wentworth	Thurs.	3:30 P.M.	Home
Oct.	2	Roger Williams	Mon.	3:30 P.M.	Away
Oct.	4	Westfield State	Wed.	7:00 P.M.	Away
Oct.	7	Rhode Island College	Sat.	1:00 P.M.	Away
Oct.	9	North Adams State	Mon.	1:00 P.M.	Home
Oct.	11	Salve Regina	Wed.	3:30 P.M.	Home
Oct.	12	Framingham State	Thurs.	3:30 P.M.	Away
Oct.	18	Southeastern Mass. Univ.	Wed.	3:00 P.M.	Away
Oct.	19	Suffolk Univ.	Thurs.	3:00 P.M.	Home
Oct.	21	Fitchburg State	Sat.	1:00 P.M.	Away
Oct.	25	Worcester State	Wed.	3:00 P.M.	Home
Oct.	28	Salem State	Sat.	1:00 P.M.	Away
Nov.	1	Mount Ida	Wed.	3:00 P.M.	Home

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BUZZARDS BAY, MA 02532-1803

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Massachusetts MARITIME Magazine

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Fall-Winter 1989-90 Volume III Number 2

Massachusetts Maritime Academy

BUZZARDS BAY, MA 02532-1803

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	Rick Gurnon
	Allen Hansen
	Skip Thompson

Front Cover: Cape Cod's own Nauset Beach lighthouse, Eastham. This iron tower was moved from Chatham, MA, in 1929 to replace "The Three Sisters of Nauset" (1838), America's only three-lighthouse configuration. (U.S. Coast Guard photo)

Back Cover: Upper photo: A Coast Guard vessel's mast frames White Shoal lighthouse in the Lake Michigan approaches to the Straits of Mackinac. Built in 1910, this light has America's only real candy-striped tower. Lower: St. George's Reef, California, built over a period of nine years on an exposed rock off the Northern California coast. When lit on 20 October 1882, it had cost the United States $704,633.78, the most expensive lighthouse built up to that time. (U.S. Coast Guard photo)

Cover Story: See page 11.

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The President's Message

For the first time in our nearly 100-year history, we have opened our doors to non-uniformed daytime commuting students. They are attending classes with the regiment and paying tuition and fees for courses taken but not for room and board. We have one semester behind us; it has worked out well.

Quite frankly, had our student population continued at the 800-level of maritime education's halcyon days, it is unlikely that anyone on campus would have given this new policy any thought.

However, the pool of prospective full-time cadets has shrunk dramatically over the past several years. We are victims of demographics, living with the effects of the "baby bust" which followed the "baby boom." New England has been hit harder than sunbelt states and the West. Numbers of students graduating from our regional high schools are decreasing every year and will continue to drop until about 1993 when the curve will bottom out and slowly start back up. It could take decades—if ever—to reach baby boom levels.

Meanwhile, with fewer students, the cost per student continues to escalate because overhead doesn't change much. The electric bill still comes due. So we have joined the ranks of most colleges in the system, as well as other maritime academies, in extending the invitation to part-time day students.

Courses offered include algebra, chemistry, physics, advanced math, English, social science, computer science, marine transportation, marine engineering, and numerous elective courses. The commuter students may carry up to eleven credit hours and may accumulate up to a total of thirty credits at which time they must become full-time cadets or alternatively transfer credits elsewhere.

We are not quite the homogeneous unit we once were, but many, including myself, welcome the new students and look forward to a healthy interaction, a keener sense of community, and an improved financial condition.

John F. Aylmer

John F. Aylmer '57
Rear Admiral, USMS

EDITORIAL Diversify? Why?

As may be inferred from the President's message above, change does not come willy-nilly in military or paramilitary institutions. In professional education programs where discipline ranks equally with academics, there are powerful conservative forces at work to fend off changes that might be seen to enhance one at the expense of the other. For every voice that urges change, there is another that insists on the status quo or even "back to the good old days."

As the oldest continuously operating maritime academy, MMA is no exception. In fact, it is somewhat ironic that in a state generally considered more liberal than others, its academy probably has been the most conservative. Not that it's a point of pride, MMA was the last academy (federal and state) to enroll women. It is now the last to diversify its curriculum beyond the traditional two majors, deck and engineering.

The movement toward change has resulted from both internal initiatives (campus governance) and external initiatives. Three new majors have been forwarded to the Regents for approval: Applied Oceanography, Facilities and Plant Engineering, and Maritime Management. A fourth, Criminal Justice, is being considered simultaneously by the State Legislature and the Academy. Although this latter would represent a significant departure academically, the mind set for strict discipline and conditioned response is virtually the same for law enforcers and seagoing officers. The regimental system is already in place.

Has conservatism hurt MMA? Some say it has hurt recruiting. But, in reality, MMA is no worse off recruiting-wise than the academies that broke from convention earlier. Today, MMA has the finest training ship and facilities, the most qualified faculty, and enthusiastic parent and alumni support. Moreover, MMA students lead the nation in performance on the Coast Guard licensing exams.

There would seem to be no hard evidence that its conservative approach has been detrimental. It has provided time to fine-tune and to put a high gloss on MMA's end product—its graduates.

Nowadays, diversification abounds. One can even choose from a number of humanities majors at the Naval Academy. To survive today's budget and fiscal woes, the unfavorable demographics, the industry decline, and also to maintain a competitive edge with respect to other maritime academies, curriculum diversification is a calculated necessary step. Its time has come.

Richard A. Leahy, Esq. '45.

Dedication

This issue is dedicated to Richard A. Leahy, Esq. '45, founder and (until this fall) chairman of the Massachusetts Maritime Academy Foundation from its inception. This dedication is in appreciation of the Foundation's generosity in footing so many bills for *Massachusetts Maritime Magazine* and in recognition of Mr. Leahy's many years of service to both the Foundation and to his alma mater. Mr. Leahy has agreed to author an article on the Foundation for a future issue.

Letters to the Editor and Publisher

Dear President Aylmer:

I just received a copy of the Spring-Summer 1989 issue of *Massachusetts Maritime Magazine*. . . . I fully recognize and support the important role played by Mass. Maritime in preparing young people for careers at sea or for careers in support of maritime services in peace or in war. Notwithstanding my support of your Academy's mission, I object strongly to the editorial in the magazine. . . . With this editorial, you have stretched our patience to the breaking point.

Daniel S. Cheever, Jr.
President, Wheelock College
Boston, July 6, '89

[Editor's note: Dr. Cheever is referring to our last issue's editorial "Ship of Fools" which was critical of the Boston Globe, *implying an anti-military bias on the part of its editors for having suggested that the Academy be closed.]*

★ ★ ★

Editor:

I am a grandparent of one of your students. After reading your editorial *Ship of Fools*, I would very much appreciate being placed on your magazine's mailing list. I am interested in preserving the Massachusetts Maritime Academy.

Warren B. Appleton
Registered Professional Engineer
Dennis, Sept. 20, '89

Dear Mr. Appleton: Would ten copies be enough? Ed.

★ ★ ★

Dear Sir:

Our Academy family enjoys your series of alumni articles entitled *All in the Family*. We got together last month and had the enclosed photo taken of our Murphy "clan."

William Murphy started MMA in September 1940 and graduated in July 1942. During his stay at the Academy, Bill was a resident on board the old *Nantucket* which was docked in Boston. Bill retired last year from Ocean Machinery Corporation as manager.

The next brother to come along was George Murphy. George signed on in July 1942 and graduated in December 1943. George made his cruises aboard the *Empire State* (later named *American Pilot*) and did his homework each evening at Hyannis where the school was located. He retired from U.S. Lines in 1986 as port engineer.

The third Murphy brother to follow was Howard. Howard entered the Academy in August 1948 and graduated in September 1951. He lived aboard *Charleston*, started his schooling in Hyannis, and moved to Buzzards Bay before graduating. He retired from U.S. Lines in 1974 and is presently a surveyor with A.B.S. in New Orleans.

Murphy-clan family members (left to right): Howard '51, William '42, George '43, and Donald Kadlac '59.

Now it happens that Bill Murphy '42 and his wife Connie had a daughter named Kathy. She married Donald Kadlac in October 1984. Don, now being a Murphy family member, completes the story. He entered the Academy in 1956 and graduated in 1959. Don spent his entire time in Buzzards Bay and made the last cruise on the *Charleston*. He also made the first two cruises aboard the *Bay State I*. Don Kadlac was Senior Port Engineer at the time U.S. Lines went out of business in 1986. He is currently Superintendent Engineer with Vessel Charters, NYC.

All four Murphy "clan" members reached Chief Engineer before going ashore. All four worked only for U.S. Lines during their seagoing careers and sailed a combined total of 117 years. All are members of the Society of Marine Port Engineers of New York. George served as its President and Chairman of the Board of Directors, and Don is the current President.

Don Kadlac '59
New York City, June 21, '89

Dear Mr. Kadlac: Great! Now, do clans produce engineers or do engineers produce clans? The Hendy clan and the Coughlin clan are all engineers, too. ("All in the Family," Fall-Winter 1988-1989) Ed.

★ ★ ★

Maritime and the National Transportation Policy

by Secretary of Transportation
Samuel K. Skinner

America stands on the threshold of the last decade of the 20th Century. Beyond us stretch corridors leading to future events, corridors with tantalizing titles: Drug-free America, Literate America, Secure America. There is one corridor marked "Moving America." Its doors are gateways to inter-city, rural, urban, and international travel, shipping, and commerce, opening onto improved modes of transportation and new concepts in transportation industries and technologies. Driven by strong leadership in the White House and fueled by a renewed determination to develop a unified transportation policy, we hold in our collective hands the keys to many of those doors.

> "Today . . . no one transportation mode . . . can survive (much less grow) without a significant level of interaction with other transportation sectors. . . ."

In the summer of 1989, key members of the staff of the Department of Transportation spread out across the country with the express purpose of soliciting comments, suggestions, even criticisms regarding the state of transportation in America today. The information will become the basis for a National Transportation Policy (NTP) which I will submit to President Bush in early 1990.

The genesis for this effort began with the recognition that the United States is experiencing a serious transportation shortfall in virtually every sector. Transportation's underpinnings—our nation's infrastructure—are in need of repair or replacement across the board. Our air traffic system, from the cockpits to the controllers, is straining at its seams. Highways, including the nearly completed interstate highway system, are experiencing loads and stresses beyond their design limits. Rush hour grid lock plagues our major cities. Issues of safety, rates, regulations, and jurisdiction dominate conversations from the statehouses to the U.S. Congress.

The Honorable Samuel Skinner is spearheading the effort to correlate the nation's seaway, highway, railway, and airway systems within a National Transportation Policy (NTP).

Leaders and spokespersons from transportation pro-

viders and users around the nation are acknowledging the need for a coherent unifying transportation policy to serve as a guideline for successful future operations and, more importantly, they are showing signs of greater inter-industry cooperation to achieve mutual and individual successes.

Given this positive outlook for a national transportation policy, where does all this planning and policy formation leave America's shipping interests? Let's look down the transportation corridor at a door marked "Maritime." For a quarter of a century, we have stood before that door, grasping the handle, with no key for its waiting lock. Unable to open that door, we moved to other doors, other futures, leaving maritime once again to fend for itself. The subsequent erosion of our maritime posture must be halted, and we can arrest its precipitous journey downward with the help of a national policy designed to address all segments of the transportation industry rather than focus on problems industry by industry.

"U.S. policy makers must tackle the chore of leveling the shipping trades' playing field. . . ."

Interstate interchange near Nashville, TN. Courtesy of U.S. Department of Transportation.

Moran Container Terminal, Charlestown, MA. Courtesy of Massport.

Ocean-borne commerce was the foundation for 18th and 19th century America. New England shipyards, whaling companies, passenger lines, and freight shippers contributed major chapters to our social and economic heritage. And, of course, no one can deny the value of our merchant marine fleet as a vital component of our national defense. However, the world has undergone a trade and transportation metamorphosis in the past twenty-five years, resulting in the emergence of sophisticated, refined, and highly competitive trading entities. Some are buoyed by national underwriting while others are enjoying attractive flagging incentives. Still others are riding on low-cost construction advantages. Some of the best and most competitive thrive on a blend of all of these factors as well as on high productivity and efficiency.

Despite a number of national initiatives (ship operating and construction differential subsidies, mortgage insurance, legislation, and policies aimed at combating unfair policies of foreign countries), the United States merchant fleet has not been able to make headway against the tide of international competition. Having concentrated on the problem in isolation, previous administrations and Congressional interests came away with little relief for the maritime industries. Many of the government's past actions, though well-meaning, actually hurt the industry. Today, we recognize that no one transportation mode, no matter how large or seemingly autonomous, can survive (much less grow) without a significant level of interaction with other transportation sectors and without being guided by a clear national transportation policy. So, too, is it with America's shipping interests.

For an example, take the development of intermodal commerce, and it becomes clear that the efficient shipment of our liner imports and exports is highly dependent on a smooth transition of as many as three major transportation modes: sea, rail, and highway. Each mode requires individual operating efficiencies to profit. Each mode places unique demands on national and/or international policies. Each mode supports disparate labor markets and technologies. By applying the lessons learned in the development of a national transportation policy, individual mode requirements can be addressed as they affect or are affected by the overall trade dynamics.

While a number of U.S. transportation companies have been successful in integrating their operations into efficient intermodal systems (CSX and American President companies are prominent examples of blended ship, rail, and truck operations), U.S. ship operations continue to be at risk in the international marketplace. U.S. policymakers must

tackle the chore of leveling the shipping trades' playing field before U.S. ship operators can expect to become fully integrated into a national transportation network. Inequities caused by foreign subsidies, repressive trade policies, and restricted markets (together with misplaced government micromanagement) all act against U.S. flag operators and, by extension, their domestic markets. Our shipyards, too, are suffering with a dearth of commercial fleet orders, the absence of competitive technology, and a contraction in our skilled shipbuilding labor pool. Yet, survive and grow we must, and I am confident that we will.

I believe that we must look to both domestic and foreign shipyards for construction of high-quality low-cost ships that can be U.S. flagged and operated competitively. I believe that we can offer our yards as sites for foreign contracts, concurrently expanding our ship-building and repair technology base without transferring that technology which is either proprietary or strategically sensitive. We must also impress on our trading partners that the true meaning of partnership includes equity of access. Further, our shippers must be able to penetrate and to develop new markets within the broad marketplace wherever there is an equivalent opportunity within the American market for foreign interests. The United States, an open marketplace to others, should not pay an inequitable price for that generosity. We have made great strides in this area in our negotiations with Japan, Taiwan, Korea, and China, and we will continue to watch the important Pacific trades closely.

American merchant mariners have sacrificed much on behalf of the free world. The open market that so many foreign nations enjoy was secured, in great part, by the same fleet that is now pushing up against a wall of competition from those nations. We must never let our fleet slip so far from our grasp that, should it become necessary to again defend our freedom, we are powerless to extend our strength across the oceans.

The Department of Transportation and the Department of Defense must continue to work together to assure a stronger sealift capability, one able to respond quickly and effectively in times of crisis. The state of our National Defense Reserve Fleet (NDRF) and its subset, the Ready Reserve Force (RRF), must be kept up to speed and stay abreast of the technology and strategic planning of the soon-to-arrive 21st century.

America can reestablish its maritime footing if we work together and commit our limited resources to a unified national transportation policy. A policy that merges the best technology, even-handed economic planning, and sound management principles will assure an equitable and profitable future for every mode of transportation. I am confident that we have the tools necessary to begin the work; we certainly have the ability. The history of Yankee ingenuity, rooted in the great "Down East" is proof of that. We need only the resolve to get to work. Given the challenge, America will rise to the task and excel.

Amtrak's "Night Owl" (Boston to Washington). Courtesy of National Railroad Passenger Corporation, Washington, D.C.

Logan Airport, Boston, Courtesy of Massport.

"We must never let our fleet slip so far from our grasp that . . . we are powerless to extend our strength across the oceans."

Samuel Knox Skinner became the tenth U.S. Secretary of Transportation in early 1989. He graduated from the University of Illinois and the DePaul University College of Law. He has served as an army officer, a U.S. Attorney (Northern District of Illinois), and a member of the President's Commission on Organized Crime. He was a senior partner in Sidley & Austin (Chicago) and served as Chairman of the Regional Transportation Authority in Northeastern Illinois before his present appointment.

Columbus Wasn't Columbus

A Book Review

by Manuel Luciano da Silva

The explorer we know as Christopher Columbus was not a Genoese by that name. His real name was Salvador Fernandes Zarco, a Portuguese Jew of noble and illegitimate birth, born in Cuba, Portugal. While sailing under the Spanish flag as a spy for his cousin and half brother-in-law, King John II of Portugal, he used the code name of Cristóval Colón. That a Genoese Columbus (Colombo) discovered the New World was the fabrication of Genoese historians.

These are the conclusions of Portuguese historian, Augusto Mascarenhas Barreto. They have been published in his 1988 book, *The Portuguese Christopher Columbus: Secret Agent of King John II,* following more than twenty years of exhaustive research.[1] Barreto has dusted off a long-shelved theory of a Portuguese Columbus and put real flesh and substance into it. Hopefully, the revelations by Barreto will soon be available in English and Spanish, so they can receive the attention they deserve here in "Columbia."

The case made by Genoese that Columbus was from Genoa, however weak, has long been widely taken for granted for lack of a better case. How is it that an Italian who left Italy at 24 years of age never spoke Italian nor wrote anything in Italian? Defenders of the Genoese Theory explain that Columbus forgot the Italian language. So flimsy is this defense that it has given rise to a theory by the Spanish biographer, Madariaga, that Columbus was a Spanish Jew whose family migrated to Italy and, as Sephardic Jews have done, retained the language.[2]

Columbus knew Spanish, Hebrew, Portuguese, and Latin. We can logically ask, "How long would it take to forget one's native language?" From Columbus' writings, we know that he began his maritime career at the age of fourteen, navigated Portuguese caravels along the African coast for ten years, and then entered the cartography business in Lisbon. While it is clearly possible to learn Portuguese and Spanish in ten years, it is highly doubtful that anyone of normal intellect could forget a native language after constant usage from birth to age fourteen.

Author Barreto gives compelling evidence that the Genoese Theory is based on false documents. The two key documents that support the Genoese Theory are a Last Will (Genoa) and a Codicil (Valladolid, Spain), allegedly in the navigator's own hand. They were written in Latin, and it was not Columbus' custom to write in Latin. The handwriting doesn't match. The documents were not authenticated by Columbus in his usual manner. Yet these are the only "Columbus" documents that refer to Genoa as his birthplace.

The Columbus of the Genoese Theory was a wool carder. His family were peasants and wool carders—not navigators, not middle class, not upper class, and most definitely not of royal blood. Yet Cristóval Colón married a Portuguese woman of noble blood, Dona Filipa Moniz de Perestrelo, in a marriage arranged by King John II of Portugal.

Samuel Eliot Morison, the eminent Columbus biographer who accepts the Genoese theory, is justifiably puzzled by this marriage. "How could a foreign chartmaker of low birth . . . marry into one of the noble families of the kingdom?" Morison adds, "How Christopher's wooing was managed, we are not told."[3] This is all the more puzzling inasmuch as Columbus was working in Lisbon and Dona Filipa was living in Madeira. Her father Bartholomew Perestrelo had participated in the colonization earlier there and later became governor of the island Porto Santo. Morison continues, "Presumably, it was one of those sidewalk-to-window affairs—the process that the modern Spanish and Portuguese call "eating iron" or "gargling."[4]

This is very difficult to accept. Yes, it is easy to imagine a young woman of noble birth having a discreet affair with a common sailor/cartographer but to marry one? Yet, contrary to other biographers, Barreto's research reveals that in 1478 King John II ordered Filipa to journey from Porto Santo to Lisbon to marry our "Christopher Columbus." It would certainly seem that this was no wool carder of low birth.

More about the name "Columbus." It appears as "Columbus" in Latin and English and as "Colombo" in Italian.[5] It means "pigeon." And what of the name the explorer called himself—"Colón?" It derives from the Greek word "kolon" meaning "member," "part," or "penis."

[1] *O Português Cristóvão Columbo: Agente Secreto do Rei Dom João II (The Portuguese Christopher Columbus: Secret Agent of King John II).* Lisbon: Edições Referendo, LDA, 1988, 622 pages, illustrated, indexed. 3,000 escudos ($35 U.S.)

[2] Salvador de Madariaga, *Christopher Columbus.* New York: Frederick Ungar Publishing Co., 1940, pp. 53 ff.

[3] Samuel Eliot Morison, *Admiral of the Ocean Sea.* Boston: Little, Brown and Co., 1942, p. 38.

[4] *Ibid.*

[5] English: Christopher Columbus; Italian: Cristoforo Colombo; Portuguese: Cristóváo Colón; 15th Century Spanish: Cristóval Colón; Modern Spanish: Cristóbal Colón.

If when he left Italy, his name was Cristoforo Colombo, why did he change it to Cristóval Colón when he arrived in Spain? "Colombo" in Italian becomes "Paloma" in Spanish, yet he chose "Colón."

What if we are translating the other way? Genoese historians/biographers obviously had either to use the name "Colón" by which he was known or to translate it into something comfortably Italian. Using the name "Colón" would have created problems. The name "Colón" as a family name did not exist five centuries ago in any of the Italian states and does not exist today. The family name "Colombo," however, is a quite common Italian name. Convenient, yes, but it defies all logic to translate "Colón" into "Colombo."

What of Colón's activities in the New World? Obviously, an important function of being an explorer is to name places discovered. Barreto gives a fascinating account of more than *forty* Portuguese names given to places in the Antilles and on the coast of Central and South America. He describes the Portuguese origin of such names as "San Salvador," Colón's first landfall, obviously honoring the Almighty as well as himself, it being his own real given name. He named "Cuba," where he landed shortly thereafter, for the town of his birth and "Porto Santo" for the home of his youth. We must acknowledge that some of the names are common to Spanish. After all, he was sailing under the Spanish flag. However, many of the names are exclusively Portuguese such as Brasil, Cuba, Belém, Santarém, and Curaçao. Barreto thinks it important to his thesis that Columbus did not give *even one* Italian name to his Caribbean discoveries in honor of famous Italian cities. Genoa is most conspicuous by its absence.

Meanwhile, who was Salvador Fernandes Zarco, the nobleman Barreto flatly declares to be the true Christopher Columbus? Salvador Fernandes Zarco was the son of Infante Dom Fernando, First Duke of Beja, who had a love affair with Isabel Gonçalves Zarco, daughter of João Gonçalves Zarco, the discoverer of Madeira and Porto Santo. The Zarcos were Jews, originally from Tomar, Portugal. In those days, when a girl became pregnant out of wedlock, she was usually secreted away to another locality to give birth to her illegitimate child. This is the reason why Salvador Fernandes Zarco was born in Cuba, a town eight miles north of Beja. The future navigator was born in 1448 (three years earlier than conventionally estimated) and lived in Portugal until the age of six when he accompanied his mother to the island of Porto Santo after she had married Diogo Afonso Aguiar.

According to Barreto's genealogical research, Salvador Fernandes Zarco was first cousin to King John II, half-brother to Queen Dona Leonor and therefore also half-brother-in-law to King John II. Moreover, he was grandnephew to Prince Henry the Navigator at whose navigation school in Sagres he studied! Salvador Fernandes Zarco or "Columbus" was of the royal blood of Portugal.

The biographical and genealogical data on Salvador Fernandes Zarco is consistent with Columbus' writings about his early sailing days on Portuguese ships and about his work as a cartographer in Lisbon. His living in Porto Santo would have provided him a youthful opportunity to meet his future in-laws and wife-to-be Filipa. Porto Santo is a very small island.

After his marriage to Filipa in Lisbon (c. 1478-79), Columbus returned to live in Porto Santo, his childhood home. A son, Diogo, was born (c. 1480-81), and Filipa died soon afterward.

Not that it proves or disproves anything, Barreto offers further interesting evidence to substantiate his thesis. He presents a comparative analysis of Columbus' face and the facial features depicted in available portraits of the Duke of Beja's family. When he studied Columbus' eyes, nose, and lips, he found a striking similarity to features of his father (Dom Fernando), his half-brothers (Dom João and Dom Diogo), and even his first cousin (Princess Saint Joana, daughter of King Alphonso V). The book provides numerous illustrations and photos so the reader can judge.

The most interesting and most fascinating part of Barreto's book is his exhaustive analysis of Columbus' siglum. What is a siglum? It is a personal mark or monogram often with a secret meaning, therefore difficult to interpret. A siglum can have a double meaning. Barreto had become convinced that there was something very special about Columbus' siglum. It is complex and was not deciphered for 500 years because historians failed to give proper attention to the punctuation marks.

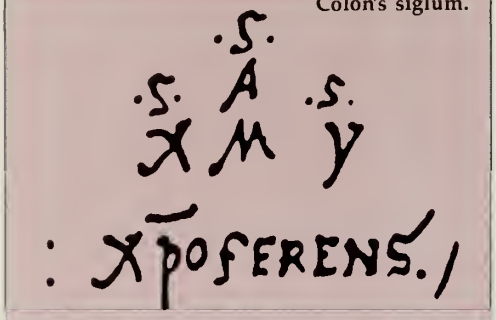
Christopher Columbus *never* signed his name to any log, document, letter, or manuscript. A signature simply cannot be found. Important people in his time created their own sigla. It is an interesting study, on its own merits, to decipher sigla and hence to learn something of the personalities and priorities of their creators. Columbus *always* used his siglum even in personal letters to his son. Barreto produces a solution to its riddle.

The top part of Columbus' siglum is easy to decipher, and there is general agreement

"The Genoese Theory that Colón was Italian is one of the great frauds of history, ranking with those of the Shroud of Turin. . . ."

Cristóval Colón, detail from portrait in National Library of Madrid.

Colón's brother Diogo, detail from painting in National Museum of Ancient Art of Lisbon.



Colón's siglum.

as to its interpretation. Columbus was a fervently religious man.[6]

SANCTUS
SANCTUS ALTÍSSIMUS SANCTUS
SON OF MARY AND JOSEPH

The "X" means cross-breed, hence "son of" M (Mary) and Y (Joseph). There was no "J" in the alphabet at the time; Joseph was spelled with a "Y."

Now we will analyze the base of the siglum. On this line we see:

(1) [:] Colon.

(2) [Xpo] with a line above.

(3) [FERENS] Let us note that the letter "S" has a turned-up tail. The "S"s in the upper part of the siglum do not have raised tails.

(4) [·/] Period and virgule are equivalent to a semicolon.

[6] Columbus' apparent obsession with religion, both Christianity and the Old Testament, is a matter of detailed record. During the Inquisition, often the most fervent Christians were Jews who accepted baptism or those concealing their Jewish ancestry to escape burning at the stake or deportation.

We should note that 500 years ago in Spain and Portugal, "colon" and "semicolon" were both called colons and were used to separate the parts of sentences. The "colon" was called the "perfect colon" and the "semicolon" was called the "imperfect colon." When a colon appeared at the beginning of the sentence, it was to alert the reader that another colon or semicolon was going to appear at the end. This was used in the same manner in which the Spanish and Portuguese used question marks at the beginning of interrogatory sentences. In Spanish, they are still used that way to this day.

Next, let us examine the "Xpo." "XPO" is the Greek word for the name of Christ as God. But in the siglum, the letters "p" and "o" are small letters with a line above which signifies Christ as a human. Christ in Spanish and Portuguese is "Cristo."

FERENS is a Latin word which meant "messenger, the one who goes with an order" which in Portuguese was "vão." When we combine the words "Cristo" with "vão," we obtain the name "Cristóvão" or "Cristóval" in Spanish. But if his surname was Colón, where in the siglum is "Colón?"

Let us recall that five centuries ago, the colon and semicolon were both called "colons" – one perfect, the other imperfect, one announcing that the other would follow. Thus we conclude that [·/] signifies "colon" therefore completing his name, Cristóval Colón, which can be translated as "Member (colon) of the Order (FERENS) of Christ (Xpo)." Every Portuguese navigator was required to become a member of the Portuguese Order of Christ. As such, each was sworn to secrecy under sanction of death. Prince Henry the Navigator was the Order's first grand master.[7]

Now we have no difficulty reading the name Cristóval Colón in the siglum. This was the name used by Columbus while serving as secret agent for King John II of Portugal, even several years before his encounter with the Spanish monarchs. However, his true name given to him at birth was Salvador Fernandes Zarco. Where in the siglum is there evidence of his true identity?

Let us return to the base of the siglum. We should note that Christians commonly called Christ the "Savior." "Savior" in Portuguese and Spanish is "Salvador." Thus, the "Xpo" meaning the human Christ also stands for "Salvador."

FERENS, according to Barreto, is a Portuguese abbreviation for "Fernandes." So we have already two names: Salvador Fernandes. We are still missing the name Zarco. This last name is more difficult to decipher in the siglum.

Barreto asked himself why the "S" in FERENS has a raised tail. Although it looks somewhat like an "S," it is clearly different from the "S"s in the top part of the siglum. Barreto has identified it as the inverted Hebrew letter called *Lamed*.

We know that Colón knew Hebrew and that *Lamed* is the twelfth letter of the Hebraic alphabet. This letter, when in its normal or upright position, has the same meaning as the Greek word "kolon." But there is a rule in the Hebraic alphabet that when a letter is upside down or inverted, it negates what follows, in effect meaning *not*. "It looks like, but it is not. It is something else."

Barreto noted that the terminal "S"s in the FERENS of all of Columbus' known sigla (except in the Genoese forgeries) maintained the raised tail as inverted *Lamed*s, whereupon he set out to discover what the final semicolon meant if it, too, had a double meaning.

Through further research, he learned that the graphic character ·/ corresponds to the tilde sign (~) in the Hebraic alphabet which is called *zarqa* in Hebrew and *zarco* in Portuguese.

Barreto had thus identified a second name in the Columbus siglum, an obscure name, Salvador Fernandes Zarco, in parallel with the famous name Cristóval Colón. Only an imaginative linguist, such as Colón, with his knowledge of Spanish, Portuguese, Latin, and Hebrew (and even some Greek) could have put together such

[7] During my research, I learned that Prince Henry used colons in his siglum, quite probably to signify "membership" in the Portuguese Order of Christ.

Do Xpoual Colon

From at least as early as 1485 and for the rest of his life, he was known as Cristóval Colón. Here is his name as it appears on the title page of his *Book of Privileges* (1502).

Lamed: Same meaning as Greek "kolon."

Inverted Lamed: negates that which follows.

Augusto Mascarenhas Barreto, Lisbon, Portugal, is or has been the following: a professor, military officer, humanist, sportsman, linguist, journalist, government official, world traveler, amateur historian, and author of numerous books.

a sophisticated, multi-lingual double-meaning siglum!

Eventually, Colón let a little of his personal vanity creep through. Next to the siglum, Columbus signed the monogram of his true name on fifteen still existing documents. To the left of his siglum, he placed the monogram SFZ with superimposed letters. If we "untie" the monogram, we obtain the three long-hand initials:

S F Z

It is most interesting to note that secret agent Colón didn't start this practice until after King John II (his "handler") died in 1495. All post-1495 documents that I know of, feature the monogram. (The forgeries do not.)[8]

From now on, any serious research concerning Colón will have to consider this most important documentary evidence—the siglum and the monogram—written in the navigator's own hand.

Having deciphered the name "Salvador Fernandes Zarco," Barreto really wasn't sure of anything. Was it a real person? For many years, he researched the genealogy of the noble and royal families of Portugal and finally found someone who could have used that name: the Duke of Beja's illegitimate son. Taking his mother's name, the bastard son would bear the name Salvador Gonçalves Zarco, but using the Duke's name, it would become Salvador *Fernandes* Zarco—the name in the siglum and the monogram. The more Barreto learned, the more it all fit.

The international politics of the time fit, also. It was the age of discovery, inquisition, competition for trade routes, search for information about winds and currents, and hence an age of secret agents and espionage.

Portugal had been desperately searching for a water route to India. King John II dispatched dozens of secret agents with assumed names for this purpose. He was widely known and admired as the "Perfect Prince" for his Machiavellian-like skills. However, once Bartholomew Dias discovered the route around the Cape of Good Hope, King John II's next priority was to monopolize that route.

It was in this atmosphere of intrigue that King John II chose Salvador Fernandes Zarco, his brother-in-law, cousin, and experienced navigator, to be his "mole" in the court of the Spanish monarchs, his arch rivals. Colón's mission was to divert Spanish efforts toward the western Atlantic and away from the water route along Africa.

By 1485, Salvador Fernandes Zarco was thirty-seven years of age. By order of his powerful King and concealing his true (inconvenient) Portuguese-Jewish-illegitimate identity, "Colón" set out on his mission accompanied by his son, Diogo, then only five years old.

With the cooperation of the Franciscan monks of Arrábida, Portugal, he set out for the Franciscan convent in La Rábida in southern Spain near the Spanish throne in Seville. The director of the Spanish convent was João Peres, a Portuguese priest and cosmographer, who gave shelter and provided education to Diogo. It was this same priest who later helped persuade Queen Isabella to sponsor Colón's first voyage to India following the western water route.

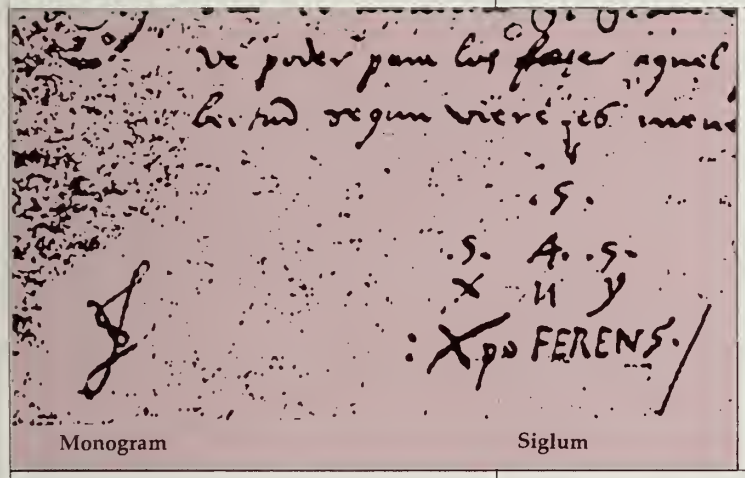
Colón spent seven years (1485-92) trying to convince the Spanish Mathematical Commission and the Spanish Catholic monarchs to approve the western route to India and to return with pearls, silks, carpets, precious metals, ivory, faience, dyes, pepper, cinnamon, and many other spices. Also, while in Spain, Colón had a second (illegitimate) son, Fernando. Both sons later participated in various voyages to the New World.[9]

During those seven years, Colón was offered private financing for his voyage by merchants and bankers, but he always refused. Why? Because his mission was to obtain official sponsorship of the Spanish Crown in conformity with the scheme of King John II.

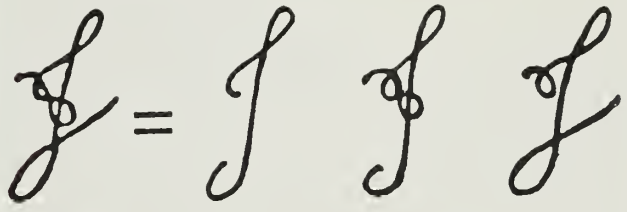
The existing treaties (1479 and 1480) between Spain and Portugal divided the globe in two: Spain essentially to the north of 28° north latitude and Portugal essentially to the south of 28° north latitude. But Dias' discoveries in 1482 made those existing treaties useless in the eyes of King John II. He wanted a treaty splitting the globe north and south giving him essentially the eastern hemisphere.

Colón's epic voyage in 1492 proceeded into "Portuguese territory" south of the treaties' 28th parallel, and he claimed land in the Portuguese sphere for Spain. When he returned, he did not proceed directly to Seville but to Lisbon (ostensibly due to the bad weather) where he docked next to Bartholomew Dias' ship.

Colón had both private and public meetings with King John II. At the public meeting, King John II protested vehement-



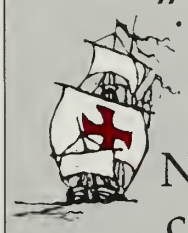
Monogram Siglum



Monograph deciphered: "S," "F," and "Z" in handwriting style of the time.

[8] This matter of the monogram is the result of my own research and is not included in Barreto's book.

[9] Diogo (Diego in Spanish), Colón's first son, was given the same name as Colón's brother, and the second son, the same name as Colón's father Fernando.



". . . Chains. Is this the way to reward the discoverer of the New World? No! But the Spanish may have considered it proper treatment for a spy."

ly to Colón that he had violated the treaties by sailing under the Spanish flag to lands in the *Portuguese zone below 28° latitude.* King John publicly threatened (knowing the news would quickly reach Spain) that he would send a fleet to take possession of those lands which rightly belonged to Portugal. Holding all the cards in his hands, why did he not apprehend Colón and his ship and crew?

After meeting with King John, Colón was escorted to the palace of Prior do Crato, a high ranking religious official where he remained for two days. Despite the King's public protest, the red carpet was rolled out for Colón. On his way back to Lisbon, Colón stopped at Vila Franca to kiss the hand of Queen Leonor "who received him most affectionately." (Small wonder! She was his half-sister.) Escorted by Dom Martinho de Noronha, Colón returned to Lisbon where he found his ship had been repaired and furnished with fresh supplies for the last leg of his trip to Palos, Spain, from which he had set out the previous year. Colón had spent a total of eight days in Portugal informing King John of the details of his first voyage before reporting to the Spanish monarchs who had actually financed his voyage. He fulfilled his mission as secret agent to King John.

For King John, everything was going according to plan. With the winning cards given to him by Colón, the King could manipulate the Spanish monarchs into agreeing to a new treaty, the Treaty of Tordesillas, 1494. This treaty abandoned the 28° demarcation and substituted a vertical line 370 leagues west of the Cape Verde Islands (46° west longitude). Pope Alexander VI, who was born in Spain, wanted the demarcation line to be only 100 leagues west of the Cape Verde Islands. But King John insisted on 370 leagues because he had reason to believe this could encompass Brazil in the south and Newfoundland in the north. Spain would take the Western Hemisphere from 370 leagues to the Philippine Islands. As it turned out, Brazil was encompassed, Newfoundland was not, but the Treaty of Tordesillas had a tremendous impact on subsequent history. It legitimized Spain's claim to Colón's discoveries but gave Portugal a free hand in the Orient, a 70-year goal.

The Genoese Theory that Colón was Italian is one of the great frauds of history, ranking with those of the Shroud of Turin, Hitler's diaries, the Piltdown Man, and the Vinland map. Barreto has explained the reasoning behind the fraud.

With the discovery of the water route to India by the Portuguese, commercial trade in Genoa came to a virtual standstill. Thereafter, the commercial center for spices, silks, and other exotic products shifted to Lisbon, Portugal. The Doges of Genoa anticipated this decline, and they sought to devise ways to offset it and to preserve at least some of their commercial leadership. It was for this purpose that the Columbus Fraud emerged—a fraud which has deceived the world for five centuries.

Who can tell what may have been the original basis for the attempt to establish that Colón was a Genoese? Might not he himself have told the Spanish that he was born in Genoa as part of his cover as a spy? After all, neither Jews nor Portuguese nobles enjoyed the favor of the Spanish court at that time.[10] Whatever information it was, it apparently didn't reach the Doges of Genoa early enough for America to bear his name which would have been a real coup for them. Instead, the honor went to Amerigo Vespucci who sailed to the New World under Spanish and Portuguese flags in 1499-1502. The name "America" was adopted in 1507, the year after Colón died.

When Colón tried to "collect" his due from the Spanish monarchs, he lost their favor and wound up in chains. Is this the way to reward the discoverer of the New World? No! But the Spanish may have considered it proper treatment for a spy. The Spanish may have deliberately or unwittingly supported the Genoese Theory (the Codicil being done in Valladolid) thus denying any discovery credit to their Portuguese rivals. Colón died a broken man, rejected in Spain and his Portuguese protection having evaporated. He asked (according to his son) to be buried, not in Genoa, not in Spain, not in Portugal, but in the New World.[11]

[10]The biography of Colón, written by his son, Fernando, makes it seem that Colón's relatives might also have had a stake in a Genoa "cover" story. Writing during the Inquisition, quite probably to conceal his own Jewishness, Fernando makes a summary, unconvincing, almost supernatural explanation of his father's origin, why he chose the name Colón, and how his father married into Portuguese nobility—all in just a few brief sentences. Fernando Colón, *The Life of the Admiral Christopher Columbus.* Rutgers University, 1959. Pp. 4, 14.

[11] To date, there is no evidence nor record showing that Salvador Fernandes Zarco was buried in Portugal despite the fact that he was first cousin to John II, half-brother to Queen Leonor, and half-brother to another king, Manuel I (r. 1495-1520). His illegitimacy would have been no impediment to royal burial but his Jewishness could have been. It's academic; he was buried elsewhere under another name.

There are probably as many Columbus theories as there are Columbus historians and biographers. Morison convincingly established that there was a wool carder, Cristoforo Colombo from Genoa.[12] Another historian postulates, on no less authority than King Ferdinand's treasury secretary, that Cristoforo Colombo of Genoa and Cristóval Colón of Spain were two different people.[13] Still another, Frederick Pohl, claims that the *two* men, Colón *and* Colombo met several times on business in Madeira and became friends.[14] There is so much mystery, deception, contradiction and lack of corroborating evidence surrounding the great navigator, we may never know the whole truth. However, Barreto's thesis, in my opinion, makes the most sense to date, and it leaves fewer unanswered difficult questions than the others.

He will probably always be known in North America as Columbus, this Salvador Fernandes Zarco/Cristóval Colón, because of tradition and usage—just as we know Clark Kent as Superman, Samuel Clemens as Mark Twain, and Norma Jean Mortenson as Marilyn Monroe. If Barreto's book bears up under the scrutiny it will surely receive, Columbus will have earned the distinction as the greatest spy of all history.

[12] Morison, *Ibid.*, pp. 7-17.

[13] Simon Wiesenthal, *The Sails of Hope.* New York: Macmillan, 1973. p. 113.

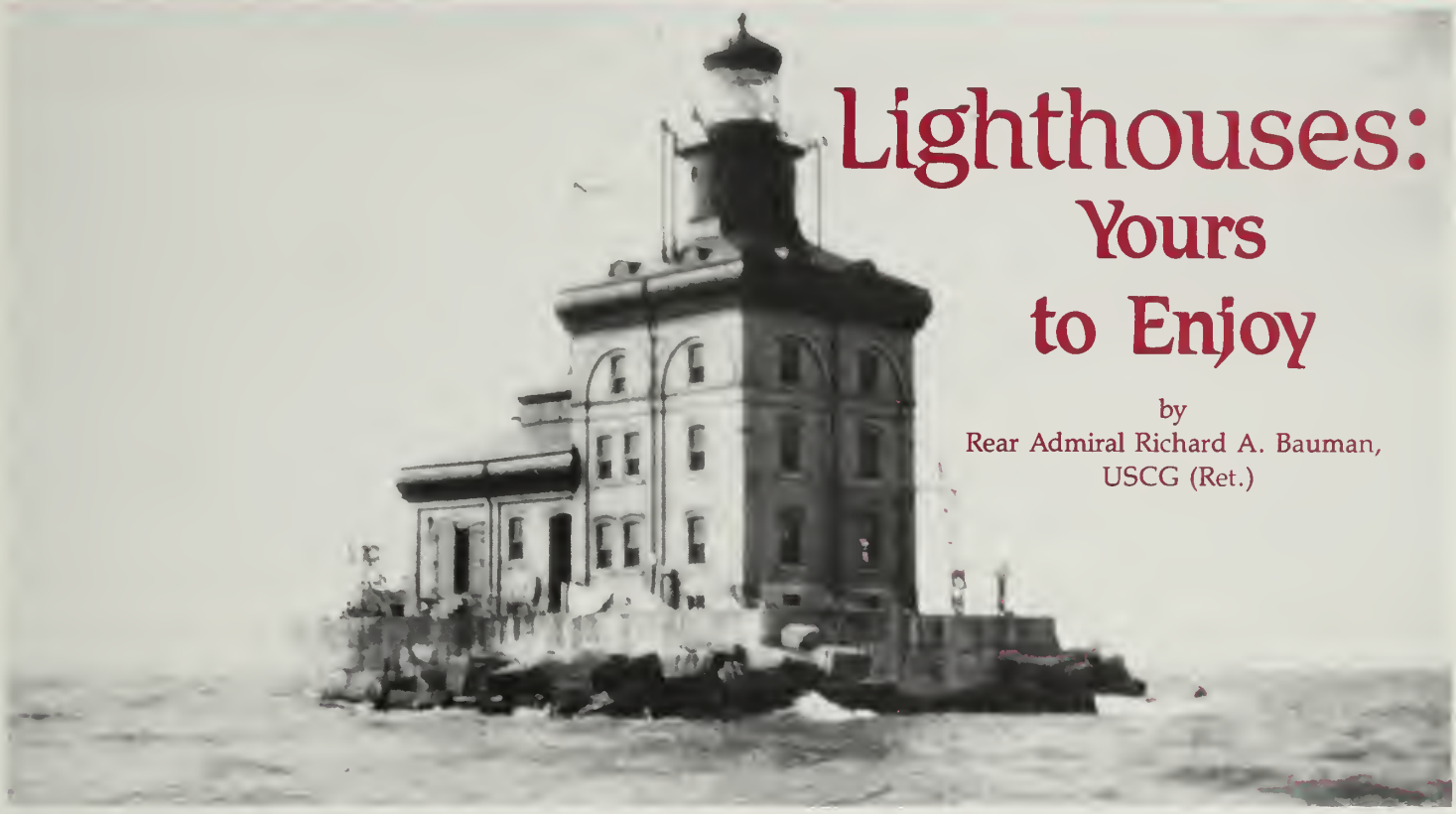
[14] Frederick J. Pohl, *The New Columbus.* Rochester, New York: Security Dupont Press, 1986. p. 75.

"... Columbus will have earned the distinction as the greatest spy of all history."

Dr. Manuel Luciano da Silva, Bristol, RI, is a physician, lecturer, researcher, author, television moderator, community leader, amateur historian, and previous contributor to *MMM.* [See "The True Antilles," Spring-Summer 1988.] He enthusiastically supports Barreto's thesis, and he has included in this review some of his own findings in support of the thesis. Dr. da Silva has written and published separately that some of the great discoveries of history were made by amateur historians, e.g. Heinrich Schlimann (City of Troy) and Jean-Francois Champollion (Rosetta Stone) among others.

Lighthouses: Yours to Enjoy

by
Rear Admiral Richard A. Bauman,
USCG (Ret.)



Toledo Harbor Lighthouse, Toledo, OH, constructed in 1904 to mark the mouth of the Maumee River in the Lake Erie port of Toledo, Ohio. The black iron roofs above the yellow brick building give this lighthouse the appearance of a Russian church located in the middle of the water. (U.S. Coast Guard photo)

Spectacle Reef Lighthouse, Straits of Mackinac, Lake Huron, Michigan (1874). It marks a ship-killing shoal which, underwater, resembles a pair of spectacles. The first 35 feet of the tower is solid stone to prevent winter ice damage. (U.S. Coast Guard photo)

This year is the bicentennial of the United States Lighthouse Service. The thirteen colonies had constructed eleven lighthouses prior to the formation of the Federal Government in 1879. Our great maritime state of Massachusetts had five of the first eleven along its coastline. The ninth act passed by the First Congress and the first public works act in the nation's history took the eleven standing lighthouses and four additional light stations then under construction under federal responsibility. President Washington signed the bill into law on 7 August 1789, thereby formally establishing the Lighthouse Service as an administrative unit of the government. The service was a part of the Treasury Department until 1903 when the establishment of the Department of Commerce and Labor required that lighthouse matters be transferred to that new department.

> "In the history of the United States, there have been approximately 1,200 lighthouses constructed by the Federal Government. There has never been that many at any one time."

On the very eve of the Lighthouse Service's one hundred fiftieth birthday, President Roosevelt transferred the organization back into the Treasury Department by Executive Order dated 9 July 1939. The civil service employees and their equipment were absorbed into the military service of the

Hospital Point Front Range Light, Beverly, MA (1872). This Coast Guard Light Station provides the front or lower light in a two-light system that marks the channel leading into Salem Bay. The keeper's quarters provide the home of the Commander, First Coast Guard District.
(Photo by John D. Ahern, MMA '44)

Hospital Point Rear Range Light or The First Baptist Church of Beverly, MA (1801). The light behind the square window in the church steeple, 127 feet above the street, is the only church-provided marine aid to navigation in the United States. To a mariner in center channel, the front and rear range lights appear lined up vertically. **(U.S. Coast Guard photo)**

United States Coast Guard. The responsibility for lighthouse operation and maintenance has remained within the Coast Guard, first under the Treasury Department and then under the Department of Transportation when it was established on 15 October 1966. The transfer was a good one. As time went by, the Coast Guard personnel supplanted the civilian "Wickies," and continued the "Wickies' " tradition of dedicated service to the nation's lighthouse operations that was the hallmark of the first century and a half of lighting our coasts and waterways.

In the history of the United States, there have been approximately 1,200 lighthouses constructed by the Federal Government. There has never been that many at any one time. As the needs of commerce and navigation changed, the government has added light stations where needed for assistance to mariners and has disestablished and often destroyed those no longer important enough to be maintained. At the present time, approximately 800 lighthouses remain along our four coasts (Atlantic, Pacific, Gulf, and Great Lakes) and our inland waterways. Four hundred fifty of those remaining are actively operated and maintained by the Coast Guard. The Coast Guard thereby is the nation's foremost preserver of our lighthouse heritage. The National Park Service, various states and municipalities, maritime museums, and many private owners have custody of the remaining lighthouses. In 1939, when the Coast Guard took over, there were 503 manned light stations in the nation. This year, there are four manned stations remaining. All the other active lighthouse stations have been automated and unmanned. The last station to be unmanned is our own Boston Light (1716) which is scheduled to be decommissioned as a manned Coast Guard Station in 1990.

With this brief history behind us, I will describe my own deep interest in the nation's lighthouse heritage. This interest has led me to visit and to climb over five hundred of the remaining 800 on our seacoasts and inland waterways. Even though some lights were constructed from the same plans and specifications as for other lights, each light tower is unique with its own history and legends. The lighthouses, their histories, and their legends have become a hobby which has kept my wife and me on the road and has kept our legs limber climbing the stairs.

It started in 1979. I had that happy call from the commandant informing me that my name was on the "flag list" and that I had been selected for promotion to the grade of

> "My transfer [to the Boston area] made me the nation's happiest and highest salaried lighthouse keeper."

rear admiral in the Coast Guard. Once your feet come back to the ground, you begin to think about your next assignment. That year, there were four openings for new admirals. One was as the Coast Guard Advisor to the Secretary of Transportation—a civilian desk assignment and not my cup of tea. Second was that of Comptroller of the Coast Guard—I don't even like to balance my checkbook. Another was Chief of Boating Safety—I am a large ship man. Lastly, there was the to-be-formed Office of Navigation. In the Office of Navigation, the Coast Guard was placing the responsibility for all of the aids-to-navigation programs, both visual aids (lighthouses, buoys, and beacons) and radio aids (LORAN, OMEGA, and radio beacons), in one headquarters organization. I was delighted to find my name inked in as the first Chief of the Office of Navigation. In addition to my Coast Guard responsibilities, I was the United States member of the International Association of Lighthouse Authorities (IALA). IALA meets regularly in Paris, bringing the world's lighthouse experts together to discuss international aids to navigation matters. It was as if I had also been provided my favorite frosting for the cake that the service had just presented to me.

It is great fun to take on the assignment of initiating a new organization. You never hear, "We always did it this way

Cedar Key Lighthouse, FL (1854), as it appeared in 1893. This one-of-a-kind lighthouse is the scene of the author's run-in with a snake, one of the "bobtail" cottonmouth moccasins that infest the island.
(U.S. Coast Guard phto)

Sanibel Island Light Station, Florida (1884). A woodpecker with a two-foot wingspan and the author had a slight argument over possession of the central iron stair column. The woodpecker is probably still there.
(U.S. Coast Guard photo)

before" as you implement your ideas, establish your priorities, and organize things the way you think they should be. As our new office got into full operation, I began to realize that I had visited and inspected many of this nation's lighthouses. The more that I visited, the more interested I became in their physical features, construction, operation, and history. I can say that I always had a "passing interest" in lighthouses because I gazed at them through my binoculars when sailing past. Now I was up in the towers gazing the other way at the ships passing by. It was one of those rare happy times in one's life when you realize that you are being paid to indulge yourself in a growing hobby.

Even so, I looked forward to the next job, hoping to be assigned to a district command, the absolute best duty in

> "Each lighthouse visit is different and provides lasting memories. . . ."

the Coast Guard. Being a native of Massachusetts, an MMA graduate, and having what people tell me is a wild New England accent, I knew that assignment as Commander of the First Coast Guard District with headquarters in Boston was too much of a perfect match for the service to make. But, to my great pleasure and surprise, it happened! I was assigned as Commander of the New England District with responsibility for Coast Guard operations in the states of Maine, New Hampshire, Massachusetts, and Rhode Island. And a lighthouse came with the job!

The First District Commander's flag quarters are in the keeper's house at the Hospital Point Front Range Light in Beverly, Massachusetts. The lighthouse that is the range light is a 43-feet tall square brick tower built in 1872. The original plans say, "55,997 bricks required." I have always wondered how the designer knew that in the days before computers! The name "Hospital Point" comes from the North Shore smallpox hospital that had been erected on the site in 1801 and destroyed by fire in 1849. The lighthouse is equipped with a classical French crystal lens of elegant beauty. The light is situated on Hospital Point and is exactly in line ("range" in seaman's talk) with the tall steeple of the First Baptist Church in downtown Beverly when an entering or departing ship is on the centerline of the main ship channel in Salem Bay. The 1801 Baptist Church with its needle-like 160-feet steeple provided a very visible daylight range. A remarkably convenient coincidence! It would be nice to think that it had been planned that way.

In order to provide direction at night when the unlighted church spire could not be seen, the Hospital Point Lighthouse lens was equipped with a unique optic. This "condensing panel" or vertical magnifying panel is located outside the main lens so as to send a seven degree wide beam of bright light down the main ship channel. The captain of a ship drifting to the right or left of center channel can see the light appreciably dim and is warned to return to the center line. The crystal glass panel is so magnificently made that a person standing in the lantern of the lighthouse can send his profile down the channel to greet inbound ships.

In the summer of 1927, the "Local Notices to Mariners" published the following notice: "On May 1, 1927, a new light was established in the spire of the First Baptist Church at Beverly, Massachusetts. This spire for years has been used by day as a range with Hospital Point Light Station for entering Salem and Beverly Harbors. The new light was the result of a demand by navigators for a lighted range because of larger types of steamers entering the port at all hours." I have figured that the ultra-conservative Lighthouse Service had finally been convinced that electricity was here to stay and persuaded the Church Committee to allow a light to be established in their steeple.

The Hospital Point Range is the nation's only church steeple navigation range. This gives the First Baptist Church of Beverly the title of "The Church with the Harborlight."

Continued on page 22

NUCLEAR POWER – The Promise of the Sixties

By Philip I. Connors

Over forty MMA graduates hold positions in nuclear power plants that serve Massachusetts. Pictured is Boston Edison's Pilgrim Nuclear Power Station, Plymouth, MA.

The nuclear power promise of the sixties began with discoveries in Germany in the late thirties. These were followed by the first chain reaction under the University of Chicago's Stadium in 1942, and then by the awesome, destructive A-bombs at Hiroshima and Nagasaki with their stunning mushroom clouds. The thrust changed from destruction to power with the commissioning of the *Nautilus* (the first nuclear submarine) in 1954, the first commercial nuclear power plant at Shippingport, Pennsylvania in 1957, and then in 1962, the commercial operation of the N.S. *Savannah*, our only nuclear powered merchant ship.

Fission and nuclear power appeared to be the technological fix for most of mankind's problems – the promise of the sixties. Much of the early scientific and engineering development had been done by the Manhattan Project, the largest government sponsored research and development project up to that time. Through the sixties and seventies, many nuclear power plants were ordered and became operational.

It was often stated that electricity from nuclear power would be *too cheap to meter!* This, unfortunately, turned turned out not to be true. However, taking the Arab oil embargo year (1973) as a reference, the U.S. electricity produced from nuclear power plants has risen from 5% to 20% while electricity produced from oil has dropped from 17% to 5%. Thus, nuclear power (along with our most common power source, coal) has significantly contributed to our national policy of "Energy Independence."

Two major events – Three Mile Island (TMI) and Chernobyl – have turned nuclear power from a "fair-haired boy" to an "undesirable of questionable character." The accident at TMI in March 1972 had three main results:

1. An economic disaster for its owners (melting the core), not only destroying the reactor but committing them to a long and extremely costly "clean-up." This is still going on.
2. A public information debacle with federal, state, and local utility spokesmen giving out contradictory and inaccurate information. This led to a short-term overreaction on the public's part and to a long-term distrust of statements by power industry officials and the Nuclear Regulatory Commission (NRC).
3. A devastating blow to the public's confidence in nuclear power. This led to the cancellation of many plants on order (e.g., Pilgrim II and Seabrook II), as well as many others in various stages of construction. There were protracted court battles causing cancellation and/or delays. The resulting enormous cost overruns caused the kilowatt-per-hour cost of electricity from new nuclear plants to escalate greatly.

The lessons from TMI led the nuclear industry to form the Institute of Nuclear Power Operations (INPO) to share operational experience among all U.S. nuclear plants, to evaluate plant operations, and to set standards for and accredit all operator training programs.

Fourteen years after that, the Chernobyl accident and fire of 1986 provided the anti-nuclear power groups with a new "rallying cry," and again set back the completion of plants in this country.

It is difficult to see how an accident at an older design, graphite-moderated reactor (without a containment structure) should affect our program with water-cooled and moderated reactors and *multiple* barrier containment structures. The Chernobyl graphite moderator burned and contributed mightily to the spread of radiation and to the thirty-one deaths. The U.S. moderator – water – doesn't burn. Yet the Chernobyl accident has hampered the U.S. nuclear power industry.

Where is nuclear power today? Over 400 plants worldwide produce 16% of all global electrical power. The U.S. with over 110 operable reactors produces the most power in absolute terms, but thirteen nations generate a higher percentage of their overall needs fron nuclear plants. France leads with 69.8%. In fact, the French program shows us ways to approach our nuclear power problems. They have a national commitment to nuclear power, standardized plant design, and a waste treatment far superior to ours.

What is the future of nuclear power in America? The nuclear industry will continue the productive trend toward less plant downtime, thus increasing nuclear power contributions without building new plants. The industry is also studying "license extension." With two plants designated as study sites, research is being undertaken on a component-by-component basis to determine exactly what repairs and replacements are needed to extend the plants' lifetimes beyond the initial forty-year lifetime design (and license).

The need for electrical power grows at a rate roughly equal to the gross national product or GNP. We will require new plants to avoid brown-outs (like those recently experienced) and to provide for tomorrow's needs.

New plants are necessary, but the power industry balks at constructing new plants of today's design and under present licensing procedures. It would be a financial disaster. Tomorrow's plants will have significantly different designs. They will be of smaller size (600 megawatt – less than one-half of today's biggest capacity plants) and power needs will be met by installing multiple, identical units.

There are a number of different new designs including advanced light water, liquid metal (sodium), and high-temperature gas-cooled reactors. These designs are termed "inherently safe" or "passively safe" and are engineered to handle any serious accident *without* operator intervention from three days to forever.*

Today's licensing system would require each of these identical units to undergo a cumbersome approval procedure. Instead, the industry proposes that the NRC approve all reactors of a particular design as a class. This would require Congressional change. Then a utility would engineer the "off the shelf" reactor to its site and apply for a license for a plant with a preapproved reactor.

Industry is lobbying Congress to approve a one-step licensing procedure to be completed before construction starts. The combination of standard design and one-step licensing should make new nuclear plants both cost effective and safe. The United States could then reenter the field that it dominated for so many years. The promise of the sixties could become reality – better late than never.

*"Taking Fear Out of Nuclear Power," Edmund Faltermayer, *Fortune*, August 1, 1988.

Phil Connors, B.S., M.S., Ph.D., $E=mc^2$

Professor Philip I. Connors in the Electrical Lab.

Among the many careers one can choose as a graduate of MMA, there is that of nuclear power. And according to Professor Philip I. Connors, quite a few have done so. Connors helped launch those careers with his course in nuclear power – *his*, because he initiated it at the Academy.

"I really enjoy seeing MMA alumni as successful engineers in the nuclear power plants I visit," says Connors, "and there are a lot of them all over the map." To sharpen his own skills, Professor Connors has taken a "nuke" sabbatical and has attended training courses in nuclear plants. He leads his students on jaunts to nuclear power plants in the New England area and is very pleased to have the Pilgrim Nuclear Power Station – with its operating simulator – only 21 miles from the campus.

In an interview with **MMM**, Phil Connors described it this way:

MMM: Why did you initiate the nuclear power course at MMA?

Connors: It was because of the students. Quite a few students had (and still have) an eye on the Navy's nuclear power program, and they asked me to help them get a head start.

MMM: How might an alumnus land a good job at, for example, Pilgrim or Seabrook?

Connors: Lots of ways. Direct contact, possibly. Or through Captain Wilson, the Placement Officer. Armed with physics, turbines, electronics, electrical engineering and nuclear power courses from MMA, a student is ready for plant-specific training programs.

MMM: Where are the grads now?

Connors: The Navy's nuclear program recruits MMA grads every year. Some have gone with United Illuminating of Connecticut with their Millstone and Connecticut Yankee plants. There are over forty grads with Pilgrim, Seabrook, and Yankee Rowe. Electric Boat (Groton, CT) hires them as nuclear test engineers. They are working as nuclear engineers for Stone & Webster, Combustion Engineering, and Yankee Atomic. Every year, Ted Farrell '61, of Knoll's Atomic Power Laboratory (KAPL), recruits here – sometimes as many as ten. They have gone to work also at the nuclear plants in Shoreham, NY and Vermont Yankee.

Professor Connors' professional roots sprang from an interest in math. As early as the second grade, he argued with his teacher about the multiplication tables. On the advice of his father, he agreed (for diplomatic reasons) to answer the exam question the teacher's way (2x0=2) rather than the correct way (2x0=0). From math, he branched into physics and by the time he was in high school, he was determined to be a teacher. Three of his aunts and a brother were role-model teachers.

It was physics at Notre Dame and then again physics at Pennsylvania State University where he earned his Ph.D. Following a stint at Republic Aviation, he taught physics at Penn State and at the University of Maryland. Next, he chaired an academic division on a new campus of Northern Virginia Community College. Before arriving at MMA, he was briefly Academic Dean at Central New England College, Worcester, where he led the process to its initial accreditation.

It was ten years ago when he arrived at Buzzards Bay. Since, he has been involved in institutional governance and is currently the chairman of the College Curriculum Committee. Besides nuclear power, he teaches electrical engineering and electronics.

Connors says his most memorable teaching experience was a self-paced course in physical science for elementary education majors. But his most fascinating experience has been right here at MMA – nuclear power.

Connors usually has a smile on his face and is always ready with a cheerful remark. His three children have flown the coop, and the eldest has provided one grandchild. A "weekend warrior" in reverse, he commutes 100 miles to his home in Princeton, MA every weekend.

He also "commutes" a lot to high schools. More than any other professor on campus, he personally and actively recruits from all the 54 high schools in Worcester County.

When he can, he plays bridge, chess, and ping pong. He reads a lot, goes camping, and is restoring a 115-year-old home. As it often is with brainy people, he flits from hobby to hobby. He is currently offering his 19-foot Thunderbird boat for sale. Its engine runs on (yawn) fossil fuel.

ORIENTATION: THE "ORIENTEE"

by
Lisa D. Chaplin

Cadet Lisa Chaplin is a California native who now resides in Sherborn, MA. From a Coast Guard family, she became top watchstander (OOD) underway as a Boatswain's Mate Second Class. Because of college transfer credits from the University of Rhode Island, she entered the sophomore (third) class upon completion of Orientation and is majoring in marine transportation.

"How did you like serving in the Coast Guard?" Since my discharge from active duty, eight months ago, this question has been directed towards me many times. My automatic response: "It was a great job. I miss my ship and my shipmates." Forgotten are the holidays spent away from family, winter storms in the North Atlantic, and that petty officer no one could get along with. My mind has the wonderful ability to blur uncomfortable experiences and accentuate the enjoyable ones.

Granted, my memories of Coast Guard boot camp probably have become a little dimmed over the five and a half years that have passed since graduating from the training center. Nevertheless, those memories were returned to me as I read the letter explaining Massachusetts Maritime Academy orientation.

"How tough can it be? It's only two weeks compared to the Coast Guard's eight. They teach you to sail, and you play intramural games. It sounds like summer camp to me." Could it be that I had forgotten the pain of push-ups and the humiliation of a company commander yelling in my face?

August 19th arrived soon enough, and I had the unique opportunity to travel abruptly back in time. When the Regimental Commander stepped in front of me to "introduce" himself, those old memories came flooding back crisp and clear. In an instant, I was back in Cape May, New Jersey, and the man in front of me was a chief boatswain's mate in the Coast Guard. This certainly was not going to be summer camp.

Fortunately, however, my former training served me well, and I was able to remain fairly open-eyed throughout the orientation period. The general routine and structure of the program was relatively familiar, so there was not so much pressure on me as for many of the others. Thus, my energies could be concentrated on observing my fellow cadet candidates and the people who were there to mold us into cadets.

Having been in a leadership position on board a ship, I know how hard it can be to motivate people when the task at hand is very unpleasant. Sometimes this job is more difficult than the actual labor. I was curious to see how the cadets handled their assignments as most were relatively inexperienced in their positions.

Most of the regimental and company staff members seemed to be genuinely concerned with doing the best possible job in training us "youngies." These people actually practiced what they preached. Their uniforms were impeccable, they were tough but fair, and they were enthusiastic. In other words, they possessed the traits of leaders. These were the people who received the respect they demanded, not only during that two weeks but also into the school year.

A very small percentage, however, seemed to be in the program only for the recognition or perhaps to boost a sagging ego. They were consistent only when it came to being rude. They were not as willing to go out of their ways to answer a question or to solve a problem. They led by edict more than by example. These people never earned the respect of the cadet candidates nor of their peers.

I was able to learn a great deal about leadership from both of these groups. It was clear to see which tactics achieved the desired results and which ones only developed anger, resentment, and frustration. Hopefully, in the future, I will be able to use this training to minimize my own mistakes and to pass along to others the qualities of a good leader.

Looking back now, from the comfort

Cadet candidates (now Fourth Class Cadets) arriving first day: Tamara Dower, Paul Sestito, Gregory Gurney, Edward Scheighardt, and Jonathan Maiorine.

Orientor Christian Craveiro "explaining procedures" to "Orientee" Jessica Slate.

of a soft chair and the glow of a warm fire, I can safely say that the orientation program was a terrific learning experience that I would highly recommend to any aspiring leader. The quality and quantity of training that were offered in only two short weeks were very impressive. In retrospect, it wasn't really hard, either. As a matter of fact, it was, in some respects, like summer camp with a message. But then again, my muscles aren't sore any more and my pride has been restored. Could it be that my memory is failing me again?

Regimental Commander Thomas C. Pigott was in charge of Orientation 1989 and had assisted the previous year. He hails from Winchester, MA. A marine transportation major and football co-captain, he has been named Cadet of the Year among other honors.

ORIENTATION: THE ORIENTOR

by
Tom Pigott

The first and probably biggest challenge for a Regimental Commander is orienting the incoming freshman class to the customs and everyday life at the Massachusetts Maritime Academy. The two-week summer "Orientation Period" that occurs immediately prior to the start of the academic year each fall is the foundation of a cadet's four years at the Academy and the final product of Orientation is a direct reflection of the Regimental Commander and the Senior Class. The attitude of the new cadet candidates at the end of the indoctrination sets the tone for the rest of the academic year and likely longer.

At first, I thought that overseeing the orientation of 193 new men and women in the Class of '93 would be the hard part, but I soon learned that managing my staff of 52 orientation officers was even harder. I had to be sure that my staff understood the goals of Orientation, and I had to ensure that they followed and enforced the rules exactly. What one cadet officer felt was important, another may not, so I had to be sure that the rules and regulations were being enforced uniformly throughout the six companies in the Regiment.

During the course of the rigorous training period, each of the six companies of new cadets developed its own personality. The cadet officers approached the Orientation of the "youngies" in different ways: one company used a lot of "bootcamp" pressure to get the point across, while another company used a more quiet, intensely personal approach. At first, it seemed that some companies had it harder than others but I soon realized that, while each company commander used a different style, the end product was turning out to be the same high quality addition to the Regiment.

My primary concern throughout the period was ensuring that none of the incoming cadet candidates incurred needless injury or illness. I had to make absolutely certain that we were in full compliance with the State laws against hazing. With all the running, intramurals, calisthenics, and pressures that they were going through, something unexpected could happen. Luckily, as a result of excellent supervision by the 1/C and 2/C volunteers, the biggest problem during the two weeks proved to be blisters.

My second concern was to ensure that the "youngies" would complete Orientation actually having learned something worthwhile. Marching, preparing for inspections, and shining shoes are easily taught. Self-discipline, reacting properly to pressure situations, and developing independence are self-taught but harder to achieve. Orientation put the freshmen in the position to learn these traits. The stage has been set.

For me, Orientation 1989 proved to be a tremendous learning experience. I had never been in charge of such a large number of people before nor have I ever had to make so many important decisions so quickly. While there were some difficult days, this year's Orientation appeared to be a success. All of the orientation officers can be proud of their having given voluntarily of their August vacation time to perform this time-honored and necessary service. The Class of 1993 has proven to be an excellent class. They are a welcome addition.

Orientor Heather Scott not overly satisfied with a response from "Orientee" Bradford Von Thanden.

Cadet candidates (now 4/C Cadets) "squared away" and awaiting inspection. Front to back: John Sullivan, Abigail Wales, Patricia McHugh, Thomas Werni, Jimmy Wong, and Michael Tobin.

Annual Fund

by Peter M. Sullivan '57
Chairman, Annual Fund

It is with deep gratitude that I enthusiastically share with you the results of the 1988-1989 Annual Fund.

This past year, total giving (excluding boat donations) amounted to $159,060 of which $60,860 was donated by alumni and $98,200 was donated by friends, parents, and corporate donors. This figure far exceeded our announced goal of $100,000. Each Annual Fund has exceeded its goal. Our goal next year is $175,000.

Not only have donors given more, but more donors have given. Alumni participation (the industry's gauge) is 13%; we hope to see this increase to 20%.

As you know, the State's fiscal problems have resulted in a reduced budget for the Academy. The proceeds from the Annual Fund have supported the publication of this magazine, campus improvements, student scholarships, and fund-raising efforts of the Development Office and the Alumni Association.

Unrestricted giving provides financial aid to both students in need and to students with exceptional scholastic achievement. Some donors prefer restricted giving for specific purposes. In the future, our Annual Fund forms will make it easier for donors to earmark contributions.

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Malcolm Forbes autographs Daniel LeSage's 1989 graduation program.

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Lighthouses *Continued from page 13*

The symbolism must also give the pastor inspiration for some sermons. My transfer there made me the nation's happiest and highest-salaried lighthouse keeper.

During my tour of duty in Boston, I was able to inspect the 105 lighthouses along our New England coastline. My very fine military aide, Lieutenant Mary Ellen McCaffrey, and I would polish the lighthouse lens and the stormpanes. She would look over and say, "Admiral, I told you when you hired me that I do not do windows." The correct military reply was "keep pushing that paper towel, Lieutenant."

When retirement rolled around, I realized that I had climbed over two hundred lighthouses around the country—a quarter of America's total. Over the next four years, we traveled from coast to coast; my lighthouse hobby has taken us to see America. When people ask my wife Dottie why she follows along as I climb stair after stair, she tells them that "his hobby is lighthouses, and he's my hobby."

Each lighthouse visit is different and provides lasting memories. I have dueled with a pileated woodpecker (that's one big bird) in the enclosed circular stair cylinder of Sanibel Island Lighthouse in Florida. I have made the leap for the bronze rungs set in the sheer side of Minots Ledge Lighthouse in Massachusetts Bay. Coast Guard troops with their M-16s "bagged" me as an intruder (and probably suspected druggie) in the Fairport, Ohio, lighthouse. Only my Coast Guard baseball cap, my lighthouse keys, and an honest face saved me that time. We encountered a snake, a "bob-tailed cottonmouth moccasin," at the Cedar Key Lighthouse on the west coast of Florida. The seagulls have dive-bombed me as I climbed the lighthouse that they think is theirs at Spectacle Reef in Lake Huron, Michigan. I have five hundred similar memories, some hair-raising but all rewarding and enjoyable. We are also enjoying this wonderful country of ours; there are some absolutely splendid spots between the lighthouses! It's a great way to stay young.

I hope that I have whetted your interest in the nation's lighthouses. Many lighthouses are very accessible by automobile. The Hospital Point Lighthouse sits right off Bay View Avenue in Beverly, Massachusetts, with the street affording one of the best views of the ocean along the North Shore. For those readers who would like to start or build on an interest in lighthouses, there are some fine organizations dedicated to the preservation of the U.S. lights:

The United States Lighthouse Society
224 Kearny Street, Fifth Floor
San Francisco, CA 94108

Dues of $20 per year brings an extremely fine magazine, *The Keeper's Log*, four times per year. A must for lighthouse lovers.

The Shore Village Museum
104 Limerock Street
Rockland, Maine 04841

Free museum containing the country's largest collection of lighthouse lenses, artifacts, and lore. And, oh, those post cards!

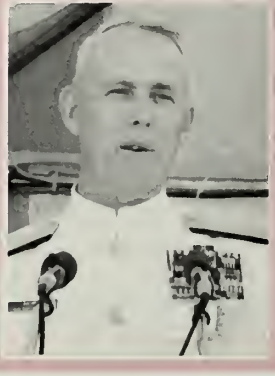
Great Lakes Lighthouse Keepers Association
P.O. Box 580
Allen Park, Michigan 48101

Dues of $15 per year brings quarterly publications of *The Beacon*. The association is dedicated to preserving the Great Lakes lighthouses and their history.

American Lighthouse Museum
1011 North 3rd Street
Jacksonville Beach, Florida 32250

Outstanding collection of lighthouse paintings, models, and artifacts. A must stop on your trip to Florida.

One of a nation's indications of greatness is the amount and quality of the aids to navigation that are freely maintained for the benefit of the world's mariners who may visit its shores. The United States' lighthouses shining forth along our coastlines and in Alaska and Hawaii beam out the truth of that observation.



Rear Admiral Richard A. Bauman '44 is pictured acknowledging his honorary doctorate during the 139th graduation ceremonies at MMA. Licensed Master Mariner, decorated WWII and Vietnam combat veteran, first class pilot, squadron commodore, and Fitchburg, MA, native, he also has had experience in marine safety and law enforcement. He resides in Annandale, Virginia. He was recently recalled to active duty to head a study group looking into ship pilotage.

All in the Family

FISHERS OF MEN

Alumni

by Maurice H. Bosse

The first disciples called by Jesus were fishermen/sailors – Simon Peter and his brother Andrew. It was later that Jesus said to Peter, "I will give unto thee the keys of the kingdom of heaven," and Peter went on to take his place in history as the first Pope, the "Rock" upon which Christ's church was to be built.

The Old Testament's Book of Psalms immortalized the phrase, "Down to the sea in ships," in Psalm 107:

"They that go down to the sea in ships
That do business in great waters;
These see the works of the Lord
And his wonders in the deep."

It has always been thus. Down through the centuries, generations of sailing men have pondered the Almighty as they passed the night watches beneath the stars. There does seem to be some sort of vague connection between the call of the sea and the call of God.

So it should not surprise anyone to find men of the cloth who enjoy recreational sailing or to find a sailor who enters the ministry. We report here of nine MMA alumni who have studied for the Christian ministry to become "Fishers of Men." There may be more, and also some who have entered the clergies of Judaism, Islam, or perhaps others.

Reverend Richard F. Wilcox '45 of the United Church of Christ, Conway, New Hampshire, attended Andover Newton Theological School upon graduating from MMA. He asserts that he got his religious education at MMA, while at sea, and at the Boston City Hospital as chaplain there. He says the first was a "gut trip" dealing with nature and reality, and the second was in dealing with life and death. Immediately after graduating from MMA, he sailed on Pacific tankers for the War Shipping Administration in the Army Transport Service. Although he enjoys sailing, the only chance he has to do so is with his son, a yacht broker in Marblehead, Massachusetts. He is proud of the fact that he was twenty years a chaplain for the MMA Alumni Association and that, as such, participated in the inauguration of A. Sanford Limouze, the first to be entitled "President of Massachusetts Maritime Academy."

Father George Gardner Holland, Jr. '45 is of the Saint Joseph's Catholic Church in Charlton, Massachusetts. He attended Le Grande Seminaire of Montreal. He is still an avid sailor.

Father Henry T. Ronan '47 of St. Theresa's Church in Billerica, Massachusetts, undertook his Roman

Catholic priesthood training at St. John's Seminary in Brighton, Massachusetts. He feels that late-night watches helped him to clarify his thoughts on a vocation. He also feels that MMA's training gave him the self-discipline to hold to his decision to become a priest. Consequently, even though after graduation, he was scheduled to sail on a third mate's license, he went immediately into the seminary. Although he loves the water, his duties keep him from recreational sailing.

The experience of John Miles '47 provides an interesting diversion. After his sailing days, he spent three years in divinity school in order to enter the clergy. But, in his own words, "I found out there wasn't much demand for a divorced minister in those days." So he started over, went to law school, and became an attorney.

Reverend Arthur W. Kerr '47 is retired now, having attended the Episcopal Theological School. Although he doesn't sail now, at one time he did sail as a third assistant engineer. At a fortieth class reunion, he was asked on the spur of the moment to offer a prayer for deceased classmates. He states that as he had no prepared prayer, the Holy Spirit led him to ask "Forgive us for the sins of our youth." Thereupon followed much shuffling of feet and clearing of throats. His comment: "God works in wonderful ways, doesn't He?"

Father Thomas Patrick Lavin '79 is of the Order of Friars Minor Conventional and is stationed at Saint Stephen, Protomartyr Parish in Shamokin, Pennsylvania. Father Lavin enjoys being on the water whenever possible and claims his trips to sea influenced his decision to become a Franciscan because they gave him "time for reflection and admiration of God's creation and beauty." He graduated from MMA as an engineer. He declares that his alma mater gave him a "great education." His first job was on the Great Lakes on a ship built in 1891 – the year that MMA was founded. The ship had steam power with a reciprocating engine. The captain told Father Lavin from the start that the sea was a career where you never have to worry about running out of work. Even though Father Lavin is now in a religious career, traces of the sea always remain with him; he is the only friar in Saint Anthony's Province who has a tattoo.

Father Richard J. McEntee '82 is a Roman Catholic priest stationed at Saint John de Baptiste Church in Quincy, Massachusetts. He, too, attended Saint John's Seminary and avows also that the sea had an influence on his decision to become a cleric. Being on a ship at sea was to him like being in a desert, both of which "put one in touch with the big things in life, such as God." He was also influenced in his decision to become a priest by the Academy chaplain, affectionately known as "Father Ferris." Father McEntee served in the Military Sealift Command as a third assistant engineer before entering the seminary. He presided as chaplain at this year's graduation.

Joseph R. Foster '86 is taking his training at Saint John's Seminary in Brighton. While at the Academy, he pursued engineering and was active in the Newman Club. He feels that the training cruises at MMA enabled him to deepen his relationship with Christ and also enriched his prayer life. He is currently in the U.S. Navy Chaplain Corps as a chaplain candidate.

Another current seminarian is Gregory A. Mathias '86 who is

Continued on page 32

CLASS NOTES

1927

MAURICE BELHUMEUR, Greenwich, CT, is pictured here in a recent Hunter, NY, eighty-plus-year-old downhill event. He placed sixth of sixteen. The club has 5,000 members. He writes, "This *may be* my last year of downhill skiing as a member of the 70-Plus Club."

1932

WILLIAM PATERSON, Wellesley, was a widower until this August when he married Barbara whom he met while sailing on the Maine coast. For 25 summers, he has taught sailing at Larchmont Yacht Club. After graduation, he rose to Chief Engineer with American Hawaiian, served with the Navy during WWII, and spent 30 years with the Metropolitan Vocational High School (aboard the liberty ship *John W. Brown)* chairing the engineering department before retirement. Mrs. Paterson confirms that the Academy turns out strong men.

Maurice Belhumeur '27

William Paterson '32 and wife Barbara

1933

HAROLD ADLER, Lincoln, is President, IREX Corporation.

WILLIAM B. VAUTRINOT is still retired and in Eastham.

1935

FRANCIS J. LUCEK retired as port captain from Exxon International Corporation and is living in Westfield, NJ.

CDR MORTON A. SIMMONS, USNR (Ret.), formerly with International Maritime Association, is residing in Rockville, MD.

CDR MYRON C. THOMAS, USNR (Ret.) is living in Vineyard Haven.

1936

ERNEST BEMIS is retired and living in West Bridgewater. He enjoys reading about the Academy and alumni, visits the Academy, and has occasional lunches with other grads at the Dolphin Inn.

CAPTAIN GERALD GOTOVICH, retired in Pompano Beach, FL, is active in Merchant Marine Veterans of WWII (Gulfstream Chapter), sign painting, and celestial cartography. He summered in Michigan.

1937

PAUL W. PITMAN has retired from MEBA as Port Representative, Boston, and lives in Saugus.

1938

LIBA L. STUDLEY is retired and living in Hingham.

1939

KELLS M. BOLAND, Bethesda, MD, writes that he is doing less with his Hydrographic consulting (Boland & Boland) as his boat takes more of his time. He still sails her from Annapolis, MD, to Duxbury, MA, and points north in June, then back again in October. He states that he can always take another deck hand. Kells attended his 50th reunion.

HAROLD F. GEORGE retired as chief engineer and is living in Barnstable.

LOUIS LAFORET, Naples, FL, and Wheaton, MD, is a 32° Mason, registered professional engineer (four states), stationary engineer, and holds a real estate license. He is currently engaged in forensic engineering, testifying as an expert witness in litigations, and serving as an arbitrator.

RICHARD B. REDMAYNE, Vice President, East Coast, of North Beach Seafoods, lives in Stratham, NH, in the summers and in Naples, FL, in the winters.

CAPTAIN MILTON H. SHAW, USNR (Ret.), President, Shaw Associates, is enjoying "retirement" in York, ME. He attends monthly alumni meetings in Portsmouth, NH, and has just published the fifth edition of *Shaw's Handbook for Real Estate Examinations and Practice.*

ARTHUR R. WYMAN, North Fort Myers, FL, attended his 50th reunion at MMA.

1941

JOHN S. HOWELL, JR., Westport, CT, enjoys his retirement from Exxon Corporation. (Exxon triples his gifts to the Annual Fund.)

EDWIN A. SCHMIDT likes retirement and living in West Ossipee, NH.

1943

ROBERT ANDERSON, Middleboro, is Justice of Trial Court, Fall River Jury Appeals Session. Judge Anderson serves the Wareham District Court and lives in Middleboro.

ROBERT LONG, Littleton, CO, attorney, writes Hollywood screen scripts as a hobby.

HOWARD McCARTNEY, Chelmsford, puts out the word that "any and all MMA graduates will be welcomed at the Holiday Inn at the Portsmouth, NH, rotary circle the second Monday of every month. Make an effort to attend. You'll be glad that you did."

GEORGE E. MURPHY, New Milford, NJ, retired from U.S. Lines as a port engineer.

VINCENT F. SORDILLO, retired, lives in Greenville, RI. He wrote that the MMA calendars with the old and new photos are great.

1944

A.J. ARSENEAULT, JR., LCDR, USN (Ret.) writes that he's keeping so busy in retirement that he doesn't know how he ever found time to go to work. He resides in Knoxville, TN.

JOHN HARRINGTON, Stonington, ME, owns Oceanville Gardens and Nursery which does landscaping and makes Christmas wreaths. The U.S. Government named his land a "national bicentennial farm," owned and operated by the same family for 200 years.

ROBERT J. HEMEON and his wife are retired and living in Sarasota, FL. Bob wrote that they had a great time at the reception aboard the school ship at Port Canaveral and that he renewed old acquaintances with classmates Ahern and Sampson and with Captain John Gibbons.

ANDREW HOLMES, Swampscott, retired from General Electric, was honored by the Massachusetts Baseball Coaches Association as recipient of its annual Distinguished

Service Award. One of the founders of Swampscott Little League, he served nearly 40 years and saw some of his little leaguers go on to pro baseball.

VERNON B. LAZERUS is retired and living in Huntsville, TX. He is "trying to work a deal so he can spend a month in the Berkshires and attend the October reunion."

VINCENT LEAHY, Newton, Judge, Middlesex Probate and Family Court, underwent a total hip replacement. He looks forward to full recovery and golf.

FRANCIS P. LEYDEN, retired, has moved from Colorado Springs, CO, to District Heights, MD.

VERNON WHITEHEAD retired as the senior Panama Canal pilot and now lives in Barrington, RI.

1945

ARNOLD L. BRODIE, Manchester, NH, is the comptroller for Future Micro Systems.

ROBERT B. CLUNE, Pittsburgh, CA, is manager of the California and Hawaii branches of Royal Insurance.

ARTHUR DIAMOND, Los Angeles, CA, is President, The Diamond Smith Group, Inc.

RICHARD LAWLESS, Wayland, is President, Lawless Chrysler-Plymouth.

RICHARD A. LEAHY wears many hats: Executive Vice President and Director of Lehndorff & Babson Real Estate Counsel in Cambridge; Senior Vice President and General Counsel, David L. Babson & Company, Inc., Cambridge; and Managing Director of Babson-Stewart Ivory International of Cambridge and Scotland.

JOHN F. NICOLL is retired and living in Wells, ME.

RAYMOND O. SOUCY, Sebastian, FL, has retired. He writes that the business, "Soucy-St. George & Company" is now owned by CAPTAIN R.J. RICHARDS '54.

ALBERT G. TIERNEY, Boston, is practicing law in environmental, litigation, real estate, and commercial collection areas.

1947

JOSEPH CAHILL, Ormond Beach, FL, heads his own business as a certified financial planner.

FRANK CALLAN, Shrewsbury, still busy as Senior Vice President, Commercial Union Insurance Company, Boston, retired earlier this year from the Alumni Association's Board of Directors and received a "well done!"

MICHAEL N. MISOGIANES, Lancaster, PA, is general manager at Thomson Industries. He writes, "I have been associated with the machine tool industry most of my working career, but I received great inspiration from the apprenticeship served under the 'Commander Mikado' (with apologies to Gilbert and Sullivan)."

RICHARD THOMPSON, New Bedford, serves as president and master, Cape Island Express Lines, Inc.

EDWARD J. WALL, JR., West Peabody, is Vice President of Commercial Union Insurance Company in Boston.

ARTHUR WHEBLE, is the president of Frank I. Rounds Company, Randolph.

1949

ROBERT P. BLATCHFORD is retired and lives in Tulsa, OK.

ROBERT NELSON, Cherryfield, ME, retired in June as MMA's Associate Dean. He had served as President of the Alumni Association and Editor of the *Bulletin*.

1951

KENELM N. COLLINS, Eastham, is teaching industrial arts at Nauset Regional High School. He writes that September brought half-time teaching and half-time plant managering. "Three more will make twenty-two years and retirement!"

WILLIAM R. SCARBROUGH, Cranford, NJ, is Vice President, William H. McGee and Company, Inc. at Four World Trade Center in New York City.

WILLIAM E. SOARES, Beverly, is the director of product line support for Commercial Union. He looks forward to his 40th reunion in '91 and to eventual retirement. His plans are to visit his classmates throughout the USA after he retires.

ROBERT VIVIANO, Hampton, NH, has retired from New England Telephone Company and "is enjoying life."

1952

EDWARD ARCIKOWSKI, Brockton, is principal of South Middle School in Braintree.

STEVE "DOC" O'CONNOR, Waquoit, is president/owner/chairman/CEO of OCG, Inc. of Norwalk, CT.

ARTHUR W. PATTEE, Fairfax, VA, works for John Hopkins University/Applied Physics Laboratory in the Submarine Technology Department as the Undersea Surveillance Program Area Manager.

1953

BERNARD COCCHI, Anaheim, CA, is President, Coast Metal Craft.

BARRY E. DENNIS, Derry, NH, retired as master two years ago. He's enjoying fishing, golfing, and "not much else."

ROBERT E. SLATTERY, North Easton, was recently promoted to the position of president of Rockport Company, a subsidiary of Reebok.

WILLIAM W. WERNDLI, Virginia Beach, VA, is vice president of Sovran Credit Corporation, Elizabeth City, North Carolina.

1954

WALTER JUODIS is President and CEO of American Manufacturing Company in Lafayette, Louisiana.

RAYMOND P. SHEA is Chief Probation Officer of the Salem District Court and lives in Salem. After graduation, he sailed on his license and also with the Navy. Before joining the District Court, he taught middle school and special education for six years.

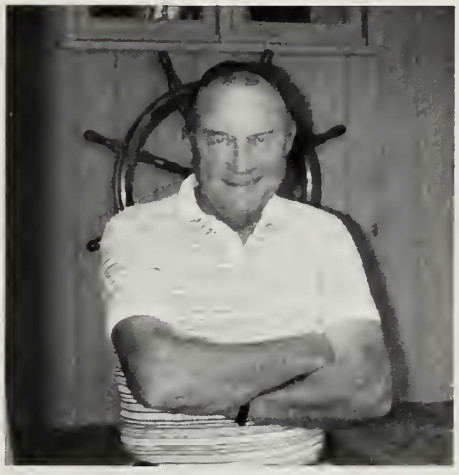
1955

RICHARD L. D'ENTREMONT, Walpole, writes "Keep up the good work."

BRIAN E. FITZPATRICK, Ossining, NY, is Vice President of Sales with Procter & Gamble, Wilton, CT.

DONALD J. FLYNN, Trenton, MI, is proud of his son, MIKE FLYNN, who graduated in June with the Class of '89. Don works as a field engineer for General Electric.

MORGAN H. KEEFE, Rockport, ME, captains an airliner for Delta Air Lines, Inc. He says he "flunked" retirement, so he's back in the air again.



Richard B. Redmayne '39

Gerard Scannell '55

GERARD SCANNELL was appointed by President Bush and confirmed by the Senate as head of the federal Occupational Safety and Health Administration (OSHA). After graduation, he served in the U.S. Navy as an explosives and nuclear weapons disposal officer. He subsequently served as safety director for several companies, entered politics, worked for OSHA, and most recently was Director of Safety and Environmental Affairs for Johnson and Johnson, the New Jersey firm of baby powder, Tylenol, and Band-Aid fame.

DAVID SHEEHY lives in Whitman. He is the brother of DANIEL SHEEHY '52 of Cohasset and the father-in-law of DANIEL O'SULLIVAN '83 of Weymouth.

1956

PAUL STANDLEY, Rowayton, CT, owns Residential Building Company.

1957

JAMES McCLUSKEY, North Weymouth, is owner and treasurer of MWM Company.

EUGENE D. MIRABELLO, Deerfield Beach, FL, serves as a financial consultant for Shearson Lehman Hutton.

1958

RONALD F. MASON, Weymouth, is employed by Boston Fuel Transportation as docking master in Boston.

1959

WILLIAM C. DONNELL, Fairfax, VA, is a captain in the Coast Guard.

DONALD E. KADLAC, Somerville, NJ, is a superintendent engineer for Vessel Charters, Inc. in New York City.

ROBERT LITCHFIELD, Edgartown, is sailing as chief engineer for the WH, MV and N Steamship Authority.

DAVID MacKINNON is the high school principal of the Town of Wareham.

1960

MICHAEL M. FANNING serves as Chairman of the Board of Local Inspectors for the Panama Canal Commission.

1961

DOUGLAS BALLARD, North Andover, is an American Airlines pilot.

WALTER A. DEMPSEY, Tulsa, OK, is employed by Sun Company as the manager of human resources in Yabucoa, Puerto Rico.

1962

JAMES DOLAN, South Orange, NJ, is Senior Vice President, American Bureau of Shipping.

MICHAEL SWEENEY, South Hamilton, flies with Delta Airlines as a captain.

ARVID SUNDQUIST, Rocky Hill, CT, is President of Power & Process in Kensington, CT.

1963

ROGER A. GRANGER lives in Ceritios, CA, and works for Kodak as a district specialist.

PAUL L. KENNY, Andover, owns his own business in Medford.

PETER LAWRENCE, Duxbury, is Vice President, Operations, American Overseas Marine Corporation, Quincy.

JUSTIN RAYMOND, Palm Beach Gardens, FL, is sailing as master on *Arco Prudhoe Bay.*

1964

ROBERT T. COYNE, South Boston, is President, Boston Consolidation Service and President/Owner of Boston Freight Terminals. For the second year in a row, he "crewed" as an advisor with the cadets during successful races to Bermuda.

ROBERT E. FOLEY, Duxbury, works for Stone & Webster Engineering Corporation as an assistant chief engineer.

GEORGE F. GILLIS, Natick, is an assistant division manager with Stone & Webster.

ALBERT CHARLES MAHEGAN, Quincy, is in sales with South Shore Buick.

1965

RONALD T. CARROLL, White Horse Beach, is a professor in the social science department at his alma mater, MMA.

ROBERT A. GELL, Somerset, is engineering manager for the Acushnet Company of New Bedford.

1966

PETER C. FRASER, Sandwich, is a principal engineer for Stone & Webster.

FRED GREEN, Foxboro, is president of Abington Mutual Insurance Co., Chairman of the Metro South Chamber of Commerce, and Chairman of the Brockton Area Regional Employment Board. Fred, his wife, and a colleague founded the Lincoln Hill Camp (1974) and School (1979) for Exceptional Children. For his church, Fred also runs the St. Mark's Altar Service Guild.

RICHARD T. MORRISSEY, Walnut Creek, CA, and Balboa, Republic of Panama, is a ship's pilot on the Panama Canal.

1967

CAPTAIN EDWARD I. DUNN, JR., USNR, is with Cabras Marine Corporation in Piti, Guam.

ROGER W. MONTEMBAULT, Huntington Beach, CA, is the general manager of the pro shops for Goulds Pumps, Inc.

ROBERT C. O'BRIEN, Randolph, is a shift supervisor for SEMASS Operations.

RICHARD TOOMEY, Whitman, is sailing as master with Lykes Brothers Steamship Company.

1968

THOMAS C. KING and wife Jan are back in Texas. Tom works at the Comanchee Peak Nuclear Station.

LORIN OLDERICH, Venice, CA, President, Olderich and Oliver, recently opened a marine consulting firm in Los Angeles.

1969

ERIC P. FRANZEN, Sunapee, NH, sails as captain for Sea-Land.

1971

JAMES J. KEARNEY, Racine, WI, is a sales manager with Twin Disc.

GLENN R. LOOMIS, Marshfield, is employed by Boston Fuel Transportation as a chief engineer.

RALPH MORSE, Dumfries, VA, has been promoted to Lieutenant Colonel, USMC. He is Aviation Structure Officer at MC Headquarters.

1975

MARK P. AMES, Hampton, NH, is a senior auxiliary operator at Seabrook Station in Seabrook, NH.

JAMES BAYERLE, Moretown, VT, works for ARCO Marine, Inc. as first engineer.

WILLIAM R. DOUGHERTY, Holbrook, works as watch engineer for Boston Edison.

CARL OLDERICH, Marina Del Rey, CA, sails as captain and chief mate of Maersk Lines' *Maersk Constellation.* He states that presently there are seven MMA grads sailing with Maersk Lines.

JAMES WAHL III, Bay St. Louis, MS, is

Robert L. Anderson '43

John Harrington '44

Steve O'Connor '52

Lead Engineer, Space Shuttle, John Stennis Space Center. He works for Rockwell International.

1976

JOSEPH A. FLEMING, Lansdowne, PA, is a mechanical engineer for NAVSSES. He recently visited with classmate NEAL B. HAYES when he passed through Philadelphia on business.

WILLIAM HOPKINS, Ketchikan, AK, is relief master in winter and pilot in summer for Alaska Marine Highway System and SE Alaska Pilots Association.

ROBERT M. SHEA, Minot, is sailing on LNG *Leo* as first assistant engineer for Energy Transportation Corporation. He's working with MARK CHARTIER '77, BRIAN McARDLE '78, BOB LOFBERG '78, and Chief Engineer LARRY McGAUGHEY '66. Bob states that MMA graduates represent a good share of the jobs in the LNG fleet.

JOSEPH SKATOFF, West Yarmouth, is the chief engineer aboard Woods Hole's M/V *Eagle.*

RICHARD McCANN '78 was the best man. Brian is first assistant engineer for Maritime Overseas.

CHARLES F. DeROO, Houston, TX, is employed by Exxon.

DANIEL H. KELLEY, Cypress, TX, is second assistant engineer for Lake Shipping Company out of Ohio.

MICHAEL J. McGRATH, Martinez, CA, is a technical sales representative for Chevron International Oil Company in San Francisco.

ANDREW H. MUNTER, Springfield, PA, is employed by Sun Marine Operations as a marine repair engineer. He writes that he intends to write a letter to the editor of the *Boston Globe* protesting the attack on the Academy.

DAVID R. WHITING, Conway, NH, is employed by Exxon Shipping Company in Houston, Texas.

GEORGE L. (SKIP) WOODS III, Vermillion, OH, is employed by Interlake Steamship Company as a second assistant engineer and a relief first assistant Weymouth, is chemical control operator at the L Street New Boston Station for Boston Edison.

ROBERT W. QUINE, JR., Winchester, is a sales representative for Jimmy's Marine in Salem.

PAUL J. SCORDATO lives in Ellington, CT, and is a sales representative for Kemco East Company.

ROGER W. TURNER, JR., Wilton, CT, works for Sun Transport.

MARK YOUNG, Oak Bluffs, is captain and pilot with Martha's Vineyard & Nantucket Steamship Authority.

1980

MARK ALEXANDER, Cape Coral, FL, is a realtor for Saxon Properties, Inc., Fort Myers.

WALTER K. KING, Springfield, VA, sails with Sun Company as second mate.

JAMES E. O'CONNELL, Arlington, works for MIT as a facilities coordinator.

ANTHONY C. PAGE, Dedham, sails as first assistant engineer with Exxon Shipping.

Robert T. Coyne '64

Richard T. Morrissey '66

Steven Caputo '77 and son Anthony

1977

RONALD P. AMBRIFI, Beverly, works for General Electric as a customer service maintenance engineer in Fitchburg.

STEVEN CAPUTO lives in Bonita Springs, FL, and is employed by MEBA as a chief engineer.

ALLAN FLECK, East Falmouth, sails as chief engineer with Crowley Caribbean Transport.

ERNEST R. SIMON, Sayville, NY, manages business development for Dayton T. Brown, Inc.

1978

LAWRENCE BEREIWERISO is in his final year at the World Maritime University, Malmo, Sweden. Earlier, he was a lecturer at the University of Science and Technology, Port Harcourt, Nigeria.

BRIAN R. COLLAGAN and Elise M. McGilvray were married on August 19 in their new home in Plymouth, NH. Several '78 grads were at the wedding and engineer. He recently passed his C/E steam test and now holds his C/E steam and motor licenses. George and Margaret expected their second child in November. "Any grad in Ohio area look me up."

1979

MICHAEL A. BURT, Saugus, is a field engineer for General Electric.

JEFFREY H. ELLIS, Attleboro, is working with the Military Sealift Command as a first assistant engineer. He's currently sailing with JOHN McISAAC '82 who is a second assistant engineer.

MICHAEL J. HOLOHAN, Worcester, recently took a position as application engineer with Neles-Jamesbury, the second largest valve manufacturer in the world.

EDWARD R. KASABUSKI is a field engineer in General Electric's marine services turbine division in Waltham. Edward, Suzy, and two children live in Ashaway, Rhode Island.

BRIAN G. O'LOUGHLIN, South

RICHARD A. ROCHFORD, Tampa, FL, works as marine and navy sales engineer for Leslie Controls. He invites any classmates passing through the Tampa Bay area to stop by to say hello.

CHRIS D. ROLLER, East Sandwich, works for Sedco-Forex as a barge engineer. He writes that he's going for the "Big Ten" with Sedco-Forex drilling for oil. "Didn't think I'd last this long. It's been a long and winding road, but guess I'll hang on for what it's worth."

ERIC M. WEINER, Colchester, CT, is employed by Northeast Utilities as an engineer. His children are Erin, age 7, and Jessica, age 5.

1981

CLARE CATARIUS, Hampton, NH, works at Seabrook Station as an auxiliary operator.

STEPHEN CORBETT, Weymouth, holds the position of director with the Massachusetts Water Resources Authority.

PHILIP T. CRONIN, Foxboro, is employed by Exxon as a second assistant engineer.
WILLIAM P. HAFFERTY, Sandwich, sails with Exxon Shipping as a second assistant engineer.
MICHAEL KENNY, Nashville, TN, is Section Manager, Sovran Bank.
JOHN B. MacDONALD, JR. lives in Milton and works for Sedco-Forex.
ARTHUR P. MORSE, Nashua, NH, is a quality engineer for Raytheon.
FRANCIS X. PELOSI, Virginia Beach, VA, is a lieutenant in the U.S. Navy, serving as engineering officer on USS *Newport*. He is married and has two children.
DONALD E. TRUDEAU, East Weymouth, works as a project engineer with Cost Containment, Inc.
JOHN F. WOODS, Ewa Beach, Hawaii, is in the Navy stationed on Oahu.

1982

TODD R. BROWN, South Orleans, sails as mate with Sun Oil Company.
THOMAS HENDY has moved to Key Largo, Florida, and is working as Quality Assurance Engineer in the Nuclear Power Plant at Turkey Point, Florida.
PETER MARINELLI, Wrentham, was awarded the Juris Doctor degree by New England School of Law last spring. He is employed with the firm of Flanagan and Hunter, Boston, and specializes in admiralty law.
DAVID J. O'DONNELL, Portsmouth, VA, works at Newport News Shipbuilding as a nuclear engineer.
FRANCIS X. SAYERS, North Quincy, is employed by Boston Thermal Energy as a project engineer. Frank enjoyed seeing his classmates at the October Homecoming. He and his wife happily announced the arrival of Francis X. Sayers, Jr.

1983

JOHN F. AYLMER, JR. has graduated from New England School of Law and is awaiting results of the most recent Massachusetts Bar Examination. He hopes to practice admiralty law in the northeast region in the future.
JAMES M. AYLWARD, Milton, is the new marketing representative for Val-Pak of New England. Married in October, he says "Hollywood bites the dust!"
DAVID J. BROWN, Westhampton, is employed by Northeast Utilities of Western Mass. Electric as an engineer.
MICHELLE N. CARTER, Newton, works for B.L. Makepeace, Inc. as an inside sales manager.
CHRISTINE M. GRIFFIN, current Chairwoman of the MMA Board of Trustees, works for the FDA as both engineer and investigator.
JOHN W. MAMLOCK married Lauren H. Hartwell on November 18. John is completing his master's degree in business administration at Northeastern University.
MICHAEL C. McKENNA, Natick, is employed by Marine Systems as a marine engineer.
STEPHEN E. SHEEHY, Laurel, MD, works as a technical specialist with RJO Enterprises.
MICHAEL E. TANNER, Haverhill, is a construction foreman/operator for J. Tropeano, Inc.
JOHN M. WASELCHUCK, Beverly, is employed by New England Power as a boiler turbine operator.

1985

WILLIAM J. BARBAS, Woburn, is president and operations manager for Hub Marine Services, Inc. He informed us that Hub Marine has expanded into yacht chartering with its 40' "Hub Mariner" motor cabin cruiser. He extends an invitation to fellow graduates who are interested in operating and creating a market for this vessel.
BRYAN E. KATES, Duxbury, works for Dresser Pump as a sales engineer.
MICHAEL J. SLAVEN, Beverly, is with Urban Transportation & Development Corporation as a lead test engineer.
DAWN (DINEEN) TOMASINI, married to Chris '86, lives in Dorchester. She had the opportunity to visit with classmates at the 2nd annual Alison Rollins golf tournament in July.

1986

JAMES A. ALBANI, Manomet, sails as third assistant engineer with Exxon Shipping Company.

Continued on page 32

Christine M. Griffin '83

Chris '86 and Dawn (Dineen) Tomasini '85

Jack M. Girnius '88

☆T☆A☆P☆S☆

In response to our last issue, families, friends, and classmates have notified us that the following alumni are no longer living.

1922	Hosea T. Pierce	1939	Lawrence Blaher, Norman M. Brown, Paul Green
1930	Frederick R. Noyes	1940	Frederic P. Melzar
1934	Richard E. Berger, Thomas D. Donovan	1949	Richard C. Gow, Wilfred LeLievre
1935	Captain Frank J. Hughes	1952	Arthur E. Loubris
1937	Karl J. Larsen, Melvin A. Rand	1958	Paul D. Harrington
1938	Raymond V. Pierzalowski, Roger Crown	1986	Kevin J. Leslie (plane crash)

Campus News

NEW TRUSTEES FOR ACADEMY

In September, the Governor appointed three individuals to vacancies on the eleven-member Academy Board of Trustees. Retired Navy Admiral Craig E. Dorman, Director of Woods Hole Oceanographic Institution, could be considered a "replacement in kind" for the late Trustee Dr. Paul M. Fye who was also Director and later President of Woods Hole. Dr. Dorman was born in Bedford, MA.

Vacancies were also created by the expiration of the terms of two other trustees, Paul P. Coughlin of Dedham and LeRoy L. Cragwell of Cambridge. Appointed was Diane B. Patrick of Milton. A former teacher, then a law student, later a practicing attorney, Diane Patrick is currently an attorney in the office of the General Counsel, Harvard University.

Also appointed by Governor Dukakis was Fall River native, Sumner James Waring, Jr. of Swansea. He is owner and director of the greater Fall River area funeral service firm, Waring-Ashton and Coughlin-D.D. Sullivan-Driscoll. Active in civic and professional affairs, he is past president of the Fall River Chamber of Commerce and a former Trustee of Southeastern Massachusetts University.

FAST FERNANDEZ

Staff Illustrator Jack Lanigan's rendition of Joe Fernandez as it appeared in the New Bedford, MA, *Standard-Times*. (Courtesy of *Standard-Times*)

Joe Fernandez in the New Bedford Half-Marathon.

Nearly every sailor has heard the ancient and bawdy tales of those lightning-like legendary characters, "Speedy" Gonzalez and "Rapid" Rodriguez. At Mass. Maritime, we are watching a new legend in the making. Perhaps our fleet-of-foot candidate will go down as "Fast Fernandez." He's not exactly old, but neither is he a youngster. He's 61, and he is fast. He's Joe Fernandez of the Academy's maintenance staff.

Joe Fernandez lives in Fairhaven where he and his wife have reared their three children who, in turn, have made Joe thrice a grandfather. One of Joe's sons was high school track team captain. Joe "followed in his son's footsteps" and became a runner.

It was soon after Joe joined MMA's staff sixteen years ago that he got into serious long-distance running. Since, he has amassed a collection of over 100 trophies. By 1985, he had become the second-ranked half-marathoner in the United States in the 55-59 age category. He earned that title with a time of 1:22:23 in the New Bedford Half-Marathon. Joe has run full marathons (including Boston's), but he prefers the shorter half-marathon (just over 13 miles).

Joe is still a frequent and enthusiastic race entrant and is recognized by sports writers and running magazines as top runner in the "Veteran" or "Senior" class (over 60) in the greater New England area.

Everyone at the Academy will tell you that likeable Joe is a "real pro" in performing his job at Mass. Maritime. And after he finishes his daily tasks, don't be surprised if you are heading west on U.S. Route #6 and see Joe running the 22 miles home to Fairhaven, just to stay in shape for the next marathon.

Merger

For over a year, there have been rumors and proposals to merge MMA with Southeastern Massachusetts University. Response by alumni, parents, and other members of the Academy family through letters to legislators and State officials has been overwhelmingly in favor of the Academy's retaining its autonomy and special nature. Yet the issue is still very much alive. Recently, there have been a number of initiatives to develop a plan for merger in 1990 – part of cost reduction efforts driven by projected State revenue shortfalls. Readers are encouraged to contact their respective legislators and express their views.

Graduation 1989

The Academy's 146th Commencement was held on June 24th recognizing 127 seniors. Thirty-seven were deck, including one woman, and ninety were engineers, including four women. Forty-five received commissions as naval officers. World renowned publisher, businessman, sportsman, and philanthropist Malcolm Forbes was the commencement speaker.

Honorary degrees were conferred on four distinguished individuals. Pictured from left are U.S. Congressman Joe Moakley (D-Mass), Chairman House Rules Committee; Rear Admiral Maurice Bresnahan '59, Commander, U.S. Naval Surface Reserve Force, New Orleans; Mr. Forbes; President John Aylmer; and Albert Schofield '58, Duxbury, MA, developer, hotel chain owner, and Academy benefactor. It was New York publisher Forbes' 57th honorary degree.

Alumni Association's Alumnus of the Year Award went to Lee Van Gemert '40, mariner, naval architect, author, and racing sailor. He lives in Marblehead.

Budget Crisis Hits Magazine

Despite the generosity of the MMA Foundation, alumni, and friends, hard financial times threaten *MMM*. The Commonwealth budget crisis – deep cuts in education funds – puts our next issue (Spring-Summer 1990) in jeopardy. It may be delayed or scrubbed due to the fiscal exigency.

An issue such as this one costs about $14,000 to put into the mail. Distribution (see inside front cover) is 10,000 copies. Some colleges sell advertising space. In the absence of unforeseen gifts or State budget relief, advertising may be the solution. We will give it a try. Rates for camera-ready copy will be as follows:

Full page	$975
Half page	550
Quarter page	350
Eighth page	200

Details (series discounts, color, art, composition work, cover rates) on request. Early response from potential advertisers is critical to upcoming decisions. Call (508) 759-5761, Extension 448, for information. *Ed.*

MERCHANT MARINE MEMORIAL

During ceremonies on October 7 dedicating New England's first memorial to merchant seamen, cadet Mark Wagner of Plymouth spoke on behalf of the 6,700 merchant marines who lost their lives in World War II.

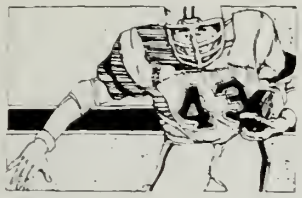
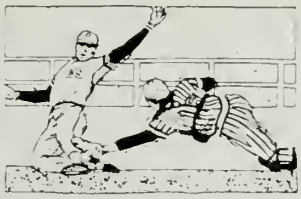
Wagner is President of the Cadet Propellor Club which, under the guidance of staff advisor Captain Al Wilson '59, raised $35,000 to sculpt and erect the Vermont granite memorial.

The project was conceived in 1986. Since then, donations have been solicited from thousands of students, alumni, parents, veterans, friends of the Academy, and survivors of lost seamen. "No huge donations," said Wilson, "Mostly small. Lots of raffles. Even nickels, and dimes."

The ceremony site was cloudy and dreary until four mothers of deceased alumni unveiled the statue. The sun burst through onto the face of the statue. The crowd, which had gathered on campus beside the Cape Cod Canal, then viewed the nearly 10-foot-high statue, an unknown pea-jacketed seaman with his seabag at his feet, carved by Jerry Williams of Barre, VT.

The Academy band played, and an

Academy chorus, organized expressly for the event under the direction of *MMM*'s Associate Editor Dolores J. Powell, sang "Eternal Father, Strong to Save" and "America, the Beautiful." A wreath was laid by three veteran seamen, all of whom had been torpedoed in the North Atlantic. A new bell, contributed as part of the memorial through fund-raising efforts of John Sullivan '65, tolled in memory of classmates lost at sea.

Sports

Hooked on Rugby

by Allen R. Hansen

Railroad Bridge frames a rugby scrum.

Do you know what it's like to get mauled by a hooker, bind on with fifteen other guys (or gals), or ruck a ball? That's what 40 sixth, seventh, and eighth graders learned recently from six members of the Maritime Academy's Rugby Football Club. Volunteering an afternoon, the ruggers participated in a Community Resource Day in Mansfield and taught an enthusiastic group of youngsters the rudimentaries of a truly magnificent sport – RUGBY.

Originating at the Rugby School in Great Britain in 1823 and the precursor of American football, rugby is one of the fastest growing spectator sports in the world. The United States alone has nearly 1,400 clubs with over a quarter million participants excluding the recent proliferation of youth teams. At MMA, rugby has been played for less than a decade. In 1981-82, the first group was organized, and by 1985 a nearly unbeatable team had developed. During the spring of that year, two sides were fielded to participate in the highly regarded Plymouth State Tournament. To everyone's surprise, MMA's A and B-sides both played unbeaten into the finals. Facing an intense intra-Academy play-off (MMA-A vs. MMA-B) between two very different team approaches (one finesse, the other physical), the traditional social function became cause to forego the finals and get on with a well-deserved celebration. The only loss that year was to a scrappy but fit and experienced Barbados team – MMA's first international competition. Team successes have continued with a victory in 1988 over the very same Barbados team and a hard fought 3-3 tie against the Coast Guard team that later won the collegiate New England Division II tournament. These are proud accomplishments for a team that is virtually uncoached and practices off campus.

Rugby requires complete fitness. The game is organized into two forty-minute halves with a continuous clock. Play stops only at the referee's occasional whistle and nearly every muscle group is used in running, kicking, tackling, holding, pushing, and throwing. Games are generally low scoring; any score over twenty is unusually high. To the novice, play resembles total pandemonium, especially with thirty players on the field simultaneously. The single referee is awarded total authority and is unquestionably afforded the utmost courtesy. Terms unfamiliar to the layman, such as scrum, ruck, maul, hooker, tight head, stand-off, Number Eight, lineout, etc., describe play and strategy which confuse new players until halfway through their first season when it all starts to make sense. But even the young middle school students were able to play a very controlled game after only an hour's instruction.

All rugby teams are organized as clubs. MMA's club is sponsored by the SGA with elected officers and a staff advisor. Members purchase their own uniforms and pay all travel and hosting expenses. An annual cookout

Rugby Lineout during a fixture (match) with Amherst College.

during Orientation graduation ceremonies raises enough to pay most equipment expenses, and the SGA budget absorbs costs for union dues and referee fees. In addition to participating in Community Resource Day, the club donated $75 to the St. Jude Children's Research Hospital and supports the bumper sticker adage "Give Blood – Play Rugby" by convening "practices" at the Academy's annual blood drives. Physically challenging, civically orientated and socially founded – body, mind, spirit – rugby at MMA has something for everyone!

Commander Allen R. Hansen, Registrar, is Rugby Staff Advisor.

Fishers of Men

Continued from page 23

presently at Saint John's Seminary studying to become a Roman Catholic priest. He asserts that the solitude of the watches and the Academy chaplain both influenced his decision to become a priest. He humorously states that he thought he would escape seasickness by going into the seminary, but his consequent vocational quandaries caused a similar nausea on land.

Thus our graduates give evidence that "He who will learn to pray, let him go to sea." (George Herbert, *Jacula Prudentum*, 1651.)

NO FLUKE

***Cadet Pride* at rest between races.**

For the second straight summer, MMA's ocean sailors have walked off with trophies in Bermuda. Again, Alumni Association President Jim Fox '64 served as senior advisor and guiding light for the effort.

The race to Bermuda departs (in alternate years) from Newport, RI, and Marion, MA. In 1988, MMA's sloop, *Eighty-Six*, won high honors in Class B. This year's sailing team was under pressure to prove last year's Newport-Bermuda win wasn't a fluke.

This June, MMA entered two boats at Marion: *Cadet Pride*, a Class A 48-foot Swan and *Suntanner*, a Class G F-40. Unlike the 1988 race with light winds and an elapsed time of 115 hours for 640 miles, this year's team faced 18-20 foot seas and 30-35 knot winds. *Cadet Pride* provided a thrilling ride as she surfed down the waves at 10-12 knots, buried her bow in the waves ahead, and then climbed to the top to begin the cycle again. The heavy seas from astern threatened to sweep the boat off course, jibe the sails, and break the rig. And, sorry, no loran – only navigation by sextant.

Bermuda's governor presented the trophy to *Cadet Pride*'s cadet captain Rich Whittemore in ceremonies at the Princess Hotel. *Pride* had placed third in Class A in completing the 700-plus miles in 89-plus hours. *Suntanner* placed fifth in Class G. The biggest round of applause came when MMA received the annual trophy for the best performance by an academy boat. All eight Naval Academy yachts had been left astern once again. And it was no fluke.

Class Notes

Continued from page 28

CHRISTOPHER M. DEELY, West Roxbury, is employed by the A.W. Chesterton Company as an hydraulic engineer.

WILLIAM ELDRIDGE, Chelsea, is Vice President, Peabody and Lane, Inc., Steamship Agents, Boston. Previously, he sailed with Sause Brothers Towing.

ROBERT K. FANNING, Malden, works as an auxiliary operator at the Seabrook Station of New Hampshire Yankee.

KEVIN C. FISK, Seekonk, sails for Woods Hole Oceanographic Institution as third assistant engineer.

BRIAN K. GOVE is a marine inspector in the Coast Guard and lives in New Orleans, LA.

RUSSELL D. HANSEN, Ventura, CA, is working for the Naval Civil Engineering Lab as a mechanical project engineer.

BRIAN P. KINGSTON, St. Davids, PA, married Leslie A. Shivery last year. Brian works as a mechanical engineer for NAVSSES.

FRED C. LOOMIS, Winthrop, is sailing as a tug captain for Reinaver Transportation of New York.

ROBERT J. LOWDER, Halifax, is a General Dynamics' engineer. He was married in December '88.

SEAN K. McNIFF, Medfield, is a third mate for Marine Transport Lines out of Secaucus, NJ.

1987

DANIEL P. BUONAGURIO moved from Duxbury to Plympton and is president of Capital Paper Recycling, Inc.

1988

JACK GIRNIUS, second lieutenant, USMC, reported to Pensacola, FL, for naval flight training in August after serving as an usher in classmate MIKE SIMPSON's wedding in July. He graduated from Officers' Basic School, Quantico, VA, in June.

MMA 1990 Baseball Schedule

DATE	OPPONENT	DAY	TIME	PLACE
Mar. 27	Wentworth	Tues.	3:00 P.M.	Home
Mar. 28	Anna Maria	Wed.	3:00 P.M.	Away
Mar. 31	Coast Guard Academy	Sat.	12:00 P.M.	Away*
Apr. 3	Salve Regina	Tues.	3:00 P.M.	Home
Apr. 5	Brandeis University	Thurs.	3:00 P.M.	Home
Apr. 7	Bridgewater State	Sat.	1:00 P.M.	Away*
Apr. 8	Westfield State	Sun.	12:00 P.M.	Home*
Apr. 10	Worcester Polytech	Tues.	3:00 P.M.	Home
Apr. 11	Curry College	Wed.	3:30 P.M.	Away
Apr. 12	St. Joseph's	Thurs.	3:00 P.M.	Home
Apr. 14	Framingham State	Sat.	12:00 P.M.	Home*
Apr. 16	North Adams State	Mon.	12:00 P.M.	Away*
Apr. 17	Suffolk University	Tues.	3:00 P.M.	Home
Apr. 21	Fitchburg State	Sat.	1:00 P.M.	Home*
Apr. 22	Worcester State	Sun.	12:00 P.M.	Away*
Apr. 25	Wentworth	Wed.	3:00 P.M.	Home
Apr. 28	Salem State	Sat.	1:00 P.M.	Home*
May 2	Coast Guard Academy	Wed.	3:00 P.M.	Home
May 4	Eastern Nazarene	Fri.	3:00 P.M.	Away
May 5	U.Mass., Boston	Sat.	12:00 P.M.	Home*

*Double-header 7-inning games

MMA 1990 Lacrosse Schedule

DATE	OPPONENT	DAY	TIME	PLACE
Mar. 29	Bentley College	Thurs.	3:00 P.M.	Home
Apr. 4	Curry College	Wed.	3:00 P.M.	Away
Apr. 7	Western New England	Sat.	1:00 P.M.	Away
Apr. 14	Nichols College	Sat.	1:00 P.M.	Away
Apr. 17	Babson College	Tues.	3:00 P.M.	Away
Apr. 21	U.Mass., Boston	Sat.	1:00 P.M.	Away
Apr. 25	M.I.T.	Wed.	3:30 P.M.	Home
Apr. 28	Roger Williams	Sat.	1:00 P.M.	Home

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